

CITY OF PARAMOUNT GENERAL PLAN

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Development Draft Housing Element Review



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MEMORANDUM FOR THE RECORD

TO : Mr. Tolson

FROM : Mr. [Name]

SUBJECT : [Subject]

1. [Text]

2. [Text]

3. [Text]

4. [Text]

5. [Text]

6. [Text]

7. [Text]

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12. [Text]

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14. [Text]

15. [Text]

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Year	Location	Number of cases
1951	London, England	1
1952	London, England	2
1953	London, England	3
1954	London, England	4
1955	London, England	5
1956	London, England	6
1957	London, England	7
1958	London, England	8
1959	London, England	9
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I. FOUNDATION

A. BACKGROUND

As with many cities in California, the City of Paramount enacted a new general plan in the early 1970's. The City had achieved a unique industrial identity even though the residential neighborhoods dating back well before the City incorporated remained, for the most part, solid residential enclaves.

But city leadership was unsatisfied with the status quo and began to undertake aggressive action to improve the City's image and reality. This movement was given impetus and direction by a report prepared by Alfred Gobar and Associates in the early 1980's which indicated a substantial potential for commercial development. By the mid-1980's a major overhaul of the City's central business district was well underway, with many thousands of square feet of commercial area under lease.

At this point the City decided it was time for a fresh look at the City's potential in light of market forces, changes in the industrial sector, challenging fiscal constraints, and the general maturing of the community. This general plan is the product of that decision.

It not only reflects a major new growth opportunity -- quality housing -- but also incorporates a series of policy-level specific plans which establish both guidance and flexibility in the pursuit of change and improvement in several key areas in the City.

Thus, the expectation of a new cycle of change and growth to build on past successes is the basic premise underlying this General Plan.

B. FUTURE GROWTH POTENTIAL

In the general plan process, an understanding of future growth projections is necessary in formulating goals and planning strategies. Generally, there are four ways in which a city may increase its population and/or development: through the development of vacant land, expansion of the city's boundaries, intensification of existing land uses, or redevelopment of existing land uses. In Paramount, only the last two methods will produce any significant growth, as the City has very little remaining vacant land and is almost completely surrounded by incorporated cities. Therefore the majority of growth that will occur in Paramount will be attributable to intensifying or redeveloping the existing land uses. This has already occurred in a few of the residential and commercial districts within the City.

Paramount must be in a competitive mode for any expansion. The older cities, such as Paramount, must compete against each other and the newer cities for economic growth. This competition is important in understanding the growth potential for the City.

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Paramount is currently in the process of using four techniques for improving its competitive edge. First of all Paramount is seeking to improve its image. The image of a city is important to both the residents and non-residents and to all businesses wishing to locate or remain in the jurisdiction. The second competitive technique that Paramount is utilizing is the improvement of the City's infrastructure efficiency. This includes improvements to the circulation, sewerage and water systems. These necessary services must be kept up to date to attract and retain both businesses and residents to Paramount. Creative partnerships between the City and private firms is the third competitive technique which Paramount is using. These partnerships are worked out on an individual basis between the City and the firm and allow a flexibility that has typically been missing in local government. The final competitive technique Paramount is using is the implementation of effective planning. This is accomplished through the formulation of contemporary plans and programs for various sections of Paramount. Together these four techniques encourage the City to move ahead towards the development of a dynamic and thriving economy.

In 1982 the Southern California Association of Governments released the SCAG-82 Disaggregation Report, a projection of the population and housing growth changes for each jurisdiction within the region. SCAG-82 forecasts a 3.23% decrease in population from 1980 to 2000, and a 5.69% increase in housing over the same time period. The year 2000 projections for population and housing are 35,237 and 12,394, respectively. Los Angeles County, on the other hand, is projected to have a 12.5% increase in population and a 18.9% increase in housing over the same time frame.

The City of Paramount has completed a study on residential use intensification in the Richfield, Exeter, Petrol Area. This is a residential area that is zoned Multiple Family Residential, yet contains a large number of single family and two family units. In 1984 this area contained 589 units with an estimated population of 1,885. If total buildout were to occur, the number of units would increase to 747 units with a population of 2,390. This is a 26.8% increase for both units and population. Use intensification in other areas that are zoned Multiple Family Residential would increase the number of housing units and possibly the population of Paramount.

This is but one example of the potential for housing in the City. This area is among the largest of 17 different housing opportunity areas identified in the general planning process. Taken together, these opportunity areas represent a substantial growth potential in association with the notable commercial expansion now underway. Consequently, in contrast with other projections to date, Paramount is expected to increase in population. The total existing potential could be over 3500 additional dwelling units. A significant portion of these units could be built by the year 2000. It is quite probable that at least half of the units could occur during the next 15 years. This would mean a population increase of roughly 5000, for a total of over 42,000 persons by the turn of the century. Early success in the City's housing strategy could push these numbers even higher.

C. ORGANIZATION OF THE GENERAL PLAN

The General Plan is the City's primary policy guide for community development. It contains policies on all subjects mandated by state law and others at the City's option. The scope is consistent with General Plan requirements effective January 1, 1985 as established by signing of AB 2038.

All aspects of the General Plan are dependent on basic capabilities and opportunities for growth and change. This is described in Section I of the plan: Foundation.

All subjects related to the fundamental ingredients which support physical development are contained in Section II: Community Development Management Plan. These basic subjects of land use, economic development, housing, transportation and public facilities are the essential ingredients in determining the City's development potential and managing the City's resources to achieve that potential.

Section III, Environmental Management Plan, addresses the quality dimensions of community development. These subjects, such as health and safety and resources, help define the desirability of Paramount as a place to live, work and play. While not as easily described nor quantifiable as the community development factors, these environmental considerations may tip the balance on decisions to invest in the community. Moreover, they certainly affect the satisfaction derived from being part of the community.

Finally, Section IV: Implementation Plan, summarizes what will be done to carry out the plan. This is a crucial part of the plan because its purpose is to improve the community. That can not be done without action.

A very significant appendix to the General Plan contains nine policy level specific plans for key areas of the community. These plans are established under authority of sections 65450 through 65457 of the California Government Code, which provides that specific plans may be adopted either by resolution or by ordinance. These specific plans are adopted by resolution and may lead to either ordinance level (regulatory) specific plans or some form of Planned Development - Performance Standard (PD-PS) zoning.

In support of the plan there is a separate Environmental Impact Report (EIR).

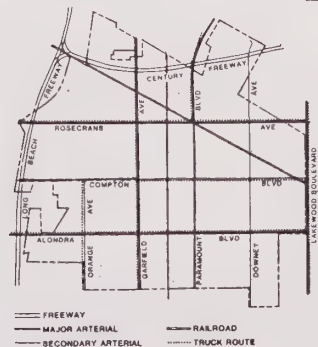
COMMUNITY DEVELOPMENT MANAGEMENT PLAN



LAND USES

SF	SINGLE FAMILY RESIDENTIAL	P/QP	PUBLIC/QUASI-PUBLIC
MF	MULTIPLE FAMILY RESIDENTIAL	(P)	EXISTING PARKS
(SHO)	SPECIAL HOUSING OPPORTUNITY	(S)	EXISTING SCHOOLS
C	COMMERCIAL	(US)	URBAN SPACE
I	INDUSTRIAL	---	SPECIFIC PLAN
BP	BUSINESS PARK	*	SPECIAL ACTIVITY CENTER
---	CITY BOUNDARY	---	VARIABLE LAND USE BOUNDARY

CIRCULATION



City of Paramount, California

Adopted
May 7, 1985



EXHIBIT 1

II. COMMUNITY DEVELOPMENT MANAGEMENT PLAN

The Community Development Management Plan deals with those subjects essential to the physical development of the City. Its key components are displayed on Exhibit 1. Land use designations are described at the end of the Land Use Element discussion.

A. LAND USE ELEMENT

The Land Use Element of the General Plan summarizes the land use implications of all General Plan elements and includes a proposed land use plan for the City as a long-term goal. Of particular concern in the Land Use Element are interrelations between land uses, conflicts between land uses, and the relation of land uses to the various systems that help integrate and define the City structure. These systems include circulation, open space, and activity centers such as schools, commercial development and public facilities.

BACKGROUND

Before incorporation Paramount was largely a dairying community. Eventually, however, the dairies began developing one by one to industrial or residential use, often with little attention paid to the relationship between neighboring parcels, the circulation system, and the overall balance of land uses in the City. Many of these actions left a large private investment in poorly planned uses now causing problems that are difficult for the City to solve except over a long period of time.

The City is nearly 100% developed, and little can be done to improve land use relationships without redevelopment of some existing uses. Some redevelopment has already occurred, especially in the Central Business District. Other areas are experiencing redevelopment on a smaller scale. In all cases, the potential for reducing land use conflicts is being improved.

ISSUES

The following main land use issues are currently of concern in Paramount:

1. Which land uses are compatible and what are the means for achieving this compatibility?
2. What should be the proper balance of land uses in Paramount?
3. What guidance is necessary for the City to achieve favorable results in priority areas?
4. How can Paramount exert a positive influence over the quality of development in adjacent jurisdictions, particularly in those that affect the extension of the Central Business District (southerly into Long Beach along Paramount Boulevard; easterly into Bellflower along Alondra Boulevard)?

CONSTRAINTS AND OPPORTUNITIES

Constraints

1. There are many cases of incompatible land uses throughout the City such as residential units in heavy industrial areas.
2. The transition of land uses has been occurring on a parcel by parcel basis, which frequently forms incompatible land uses on contiguous parcels.
3. There is generally a pattern of small or irregular parcels which makes efficient development very difficult.
3. There is little vacant developable land in the City.
4. There are many instances of declining areas scattered throughout the City.
5. The south entrance to Paramount is in the jurisdiction of Long Beach; the north entrance is in South Gate and Downey; an important part of the west entrance is in the City of Compton, thus limiting the City of Paramount's ability to set a positive image at its edges.

Opportunities

1. Recent development in some areas of the City, particularly in the CBD, is of high quality.
2. There is an active redevelopment agency which has already completed quality work in Paramount.
3. The proposed Century Freeway, which will provide Paramount with greater freeway access and a more efficient circulation system, is nearer establishment.

GOALS AND OBJECTIVES

1. Land Use Compatibility: Improve the relationship between land and uses through better physical and functional separation between incompatible uses, particularly housing and industry.
2. City Unity and Identity: Improve the image and identity of the City as a unit through treatment of unifying elements including the circulation system, urban spaces and entry points.
3. Neighborhood Unity and Identity: Improve the unity and identity of individual neighborhoods through City policies designed to protect and preserve a high quality of life in Paramount.

4. Urban Space: Improve the quality of open space in support of urban development and insure preservation of such spaces throughout the City.

These general goals and objectives for land use are augmented by more detailed goals and objectives for each of the General Plan elements.

POLICIES AND PROGRAMS

Policies for the land use plan were developed through exploration of alternatives for major areas of the City by means of policy level Specific Plans. They include:

1. Stimulate large scale transition to industrial development in the central portion of the City between Paramount Boulevard and Garfield Avenue with the exception of selected non-industrial enclaves. This area is generally in transition to industrial use on a parcel-by-parcel basis, causing problems for both residents and industry.
2. Develop urban spaces utilizing available land primarily in utility rights-of-way, along the Los Angeles River and proposed parks distributed throughout the City.
3. Identify areas in the City for medium and high density residential development on a planned development basis.
4. Develop certain areas for increased retail commercial and office uses in Paramount.
5. Protect and improve existing residential neighborhoods.
6. Shape land use patterns to capitalize on the future I-105 freeway potential.
7. Provide flexible guidance for specific areas of the City in the form of policy type Specific Plans to be adopted initially by resolution.
8. Work with adjacent cities to improve the appearance of major entry points into the City.

LAND USE DESIGNATIONS

The following land uses are depicted on the Community Development Management Plan (Exhibit 1) to represent the land use patterns and intent which carry out these land use goals and objectives.



Single Family Residential (SF)

This designation is intended to provide for the establishment and preservation of quality single family neighborhoods containing the lowest densities in the City. Maximum anticipated density is eight dwelling units per acre. On larger lots duplex units may be allowed. For infill development, planned unit development on residential compact lots (approximately 4000 square feet net), including zero lot line development may be permitted.

Multiple Family Residential (MF)

The Multiple Family designation provides for a wide variety of residential opportunities ranging up to 70 dwelling units per acre. Further delineation of more detailed density ranges is achieved either through conventional zoning, special housing opportunity area designations, Planned Development with Performance Standard zoning or policy/regulatory specific plans.

Special Housing Opportunity (SHO)

These designated areas are simply a reflection of the list of special opportunities for a variety of housing types and densities described in the Special Housing Opportunities Specific Plan (See Appendix A.9). Densities are called out in the Specific Plan and may vary from 8 to 70 dwelling units per acre. Special Housing Opportunity designations may occur both within and outside of Specific Plan boundaries.

Commercial (C)

This designation includes retail sales and services of regional, community and neighborhood scales. It may also include office development as well.

Actual levels of commercial uses and activity are to be established through conventional zoning, Planned Development with Performance Standard zoning or specific plans. The latter two methods are preferred.

Industrial (I)

This classification includes manufacturing, processing and warehousing of both light and heavy categories. Light and heavy distinctions may be made through either conventional zoning, Planned Development with Performance Standard zoning or specific plans. The latter two methods are preferred.

Business Park (BP)

This land use classification is a means of integrating light industrial, limited retail commercial and office uses into contemporary development designs. Commercial and office uses should be of a type

that serve and reinforce the light manufacturing establishments that are part of the development. This designation must be implemented either by Planned Development with Performance Standard zoning or regulatory specific plans.

Public/Quasi-Public (P/QP)

This designation includes publicly owned lands and properties of quasi-public institutions containing existing or proposed support uses for local, community-wide or regional support facilities. Sample uses include, but are not limited to: schools, parks, power-line easements, flood control facilities, churches and similar uses ancillary to urban development. Such uses which also provide open space value in addition to their primary function are designated as urban space.

Specific Plan

Areas of the City which have received more detailed attention in the general planning process are designated as policy level specific plans. With the exception of special housing opportunity areas, specific plan areas are actually named on the land use map. The land uses may be further detailed by means of either the Planned Development with Performance Standard zoning or regulatory specific plans.

Special Activity Center

This supplementary designation is always associated with specific plans. It represents an unusually significant type of development opportunity that typically includes multiple uses and levels of business activity more complex and intensive than is found elsewhere in the City. This designation typically includes the existence or potential for relatively large parcels of land which can sustain an urban character. A regulatory specific plan is the preferred method of implementing this designation.

B. ECONOMIC DEVELOPMENT

1. Commercial Component

The commercial component of the General Plan describes the nature of existing commercial development and the potential for additional commercial uses in Paramount. Recommendations are also given to improve and increase the commercial development in order to better capture the potential within the City.

BACKGROUND

Commerce, in particular retail trade, tends to be a follower of population rather than a generator of basic income.

Commercial development grows with increasing population and with increasing income of the existing population. Commercial sites require good access, visibility, parking, internal pedestrian circulation and shopper amenities.

An important benefit of commercial development to the city is the return of one percent of sales tax revenues to the city of origin. Sales taxes represent a much higher percentage of funds which need not be allocated to a specific purpose (such as gas tax funds, which must be allocated for improvements to the transportation system).

Commercial development provides property tax income to school districts without raising school costs. Commercial developments have additional costs for police and fire protection, street construction and maintenance, traffic control and street lighting. Cities may also provide free public parking, street landscaping and other services to commercial areas.

Four basic types of commercial development can be identified. These are:

1. Central Business District (CBD), where retail trade is combined with business and professional services, entertainment, etc., reinforced by the civic center and medical complex;
2. Strip commercial development, consisting primarily of specialty stores where a trip is commonly made for a single purpose, and the store does not typically gain significantly from being located near other commercial establishments.
3. General commercial centers, where a number of establishments gain from grouping together, providing a variety of services in a single location and providing parking and a variety of shopper amenities in common.
4. Special commercial areas, which provide unique commercial activities not usually mixed with other uses.

Commercial centers are commonly classified by size and service area. Considerable data is available from existing centers to identify typical center service areas and populations. Center types include:

1. Convenience Centers: the smallest type of center which may include a small grocery, liquor store, drugstore, laundromat, etc., usually serving a population of 1000-10,000 people, who generally live within 1/4 to 1/2 mile of the center.
2. Neighborhood Center: a moderately sized center having as its principal tenant a supermarket or drug store (such as the Paramount Center at Alondra and Downey), typically serving 7,500-40,000 people.



3. Community Center: a major center or combination of physically proximate commercial areas providing a wide range of consumer product sales and services, generally serving 40,000-150,000 people.
4. Regional Center: the largest center type, including one or more full-line department stores and serving 150,000 or more people (Lakewood, Stonewood, Norwalk Square, Cerritos). In the absence of a distinct center, this function may be performed by two or more large scale commercial areas which extend into regional market areas.

The area around Paramount is now well-supplied with regional shopping centers, and with only moderate population growth for the area forecast, little major center-building activity can be anticipated. However, it is quite possible that the substantially enhanced Central Business District will actually take on certain regional market characteristics.

Development of shopping centers must be based on careful analysis of existing development and growth of demand through population growth and increasing income. Generally, in built-up areas commercial demand is accommodated by remodeling or reconstructing existing commercial structures. Dollars spent in a new center must come from customers who spend them in competing stores now. A new center must have important advantages in order to change shopping patterns.

Paramount has historically lost much potential sales tax income from retail sales categories of Apparel, General Merchandise, Home Furnishings, and others to surrounding cities. This fact, combined with the absence of community-scale retail centers in the Paramount area, indicates a potential for increasing Paramount's sales tax income through development of the Central Business District.

ISSUES

The main commercial development issues include:

1. How much commercial development can Paramount reasonably accommodate?
2. What type of commercial development is most suited to Paramount?
3. What areas within the City have the greatest potential for commercial development?

CONSTRAINTS AND OPPORTUNITIES

Constraints

1. Paramount captures far less than its "fair share" of retail sales in particular categories when compared to the County and surrounding cities. Notable deficiencies are in Apparel, General

Merchandise, Home Furnishings, Food, Auto and Eating/Drinking establishments. Besides causing Paramount residents to travel long distances for these purchases, this pattern costs the City an estimated \$53 million a year in taxable sales.

2. The Paramount market area outside the City currently contains a large amount of high-quality regional commercial centers.
3. Satisfactory sites for a community commercial center (15-30 acres with good arterial access, good visibility and suitable surroundings) will require redevelopment of existing commercial, residential, or industrial property. Market potential for future development of this type appears limited in light of the current level of commercial redevelopment now completed or underway.
4. Lack of parking in commercial strips causes congestion, reduces commercial productivity and reduced arterial highway capacity.
5. A low growth rate makes it difficult for commercial development expansion.

Opportunities

1. Paramount has a total loss of taxable retail sales potential from its residents of approximately \$53 million per year. Additional or improved commercial facilities could capture a share of this potential.
2. Redevelopment has been used to upgrade the Central Business District and could be used for other commercial areas in the City.
3. Completion of the Century Freeway will reduce congestion on arterials and improve access to potential commercial facilities in Paramount.

GOALS AND OBJECTIVES

1. Improve the quality of commercial services to residents of Paramount.
2. Increase sales tax revenues through capture of sales now lost to neighboring cities.
3. Use commercial development to improve the image of the City for residents and business interests.

POLICIES AND PROGRAMS

1. Encourage commercial and office owners to develop parking jointly if in the same block.



2. Develop improvement programs to encourage use of commercial areas including improvement of pedestrian circulation, increased parking, and landscaping.
3. Maintain a stable or increasing population to prevent decline of buying power for commercial areas.
4. Encourage mixed use projects in key locations to include supportable commercial development.

2. Industrial Component

Industry is the generating force behind all other economic activity. When an area loses jobs in its basic industries, many more jobs are lost in activities serving these basic processes, the area cannot provide for its population, and people move to other communities with more jobs until a balance is again achieved. Industry is commonly divided into basic or primary activities and secondary activities. Basic activities are those activities that bring income from outside the community and are crucial to the survival of a region as a whole.

BACKGROUND

A small community within a large developed area, however, need not have its own economic base but may be specialized in residential, commercial or other uses. What uses develop depend on economic factors and city policy. The industrial core of Paramount developed along the Union Pacific rail line for a variety of reasons, including the availability of land at prices industry was willing to pay, the availability of rail transport, the location of Paramount within the Los Angeles area, the availability of road transportation and a labor force, favorable city policy, etc.

Industry has both costs and benefits to the City which should be considered in promoting and regulating industrial development. In particular, when industry is adjacent to residential areas, the relationship between the two must be carefully handled to preserve residential values. Industry's large buildings, truck traffic, noises and odors are incompatible with the activities and visual character of the residential environment.

Many factors are important in determining the viability of an area as an industrial location including:

- o Presence of existing industries which may be able to attract related industry.
- o Regional and local growth potential by sector.
- o Availability of land.
- o Cost of land.

- o Labor supply.
- o Accessibility.
- o Development competition.
- o Availability of support facilities.

Paramount offers a conducive environment for industrial firms. Some of the advantages the City offers are good highway access, closeness to suppliers, land costs, access to markets, reasonable development standards and a cooperative City attitude.

At the present time approximately 890 acres of land in Paramount are zoned industrial. The majority of this land is in the central portion of the community, situated between the Southern California Edison line on the north, Paramount Boulevard on the east and the city limits on the south.

Available land in Paramount ranges in size from 5000 square foot lots to twenty-five acre parcels, most of which is available only through redevelopment.

ISSUES

The primary industrial development issues currently of concern to Paramount include:

1. What is the future potential for existing industry?
2. What is the potential for new or expanded industry?
3. What measures will be necessary to assure that existing and new industry will be compatible with other adjacent uses?
4. Assuming north/south rail access remains, how can arterial grade separations be accomplished to enhance its effectiveness?
5. Where will new workers be able to find adequate housing? How will adequate security for these new industries be provided?
6. How can the hazardous materials associated with some of the City's heavier industries be handled to protect public health?

CONSTRAINTS AND OPPORTUNITIES

Constraints

1. Continued private residential uses on individual parcels in industrial limits industrial potential for the entire area.

2. Few large, vacant sites exist that are suitable for major commercial/industrial development or industrial parks exist.
3. Some existing industries present problems of noise, heavy traffic, smoke, dust and vibration in and around residential areas.
4. The poor quality of some existing industrial development discourages good quality commercial or residential development.
5. Industrial development encourages truck traffic, which is noisy and may interfere with residentially-based auto circulation.
6. Some of the City's industries generate toxic by-products and handle hazardous materials.

Opportunities

1. Good quality industry is actively seeking locations such as those available in Paramount, and any land in Paramount provided with adequate services for industry is likely to be marketable (for example: the Paramount Business Park).
2. State and federal regulations, combined with the City's existing ordinances, provide good protection of neighboring uses from many of the undesirable effects associated with industrial development.
3. The City is aggressively seeking improved housing opportunities for new employees.

GOALS AND OBJECTIVES

Industry goals and objectives include the following:

1. Continue encouraging industry to provide jobs for the labor pool which exists in Paramount.
2. Encourage development of support industry related to other major existing industries in Paramount.
3. Achieve compatibility between industrial and other land uses.
4. Retain sufficient effective rail access to adequately serve the City's industries which need such access.
5. Attract industries with high sales tax generation and high assessed valuation, discouraging low revenue yield industries.

POLICIES AND PROGRAMS

1. Consolidate industrial development currently in mixed-use areas to reduce conflicts with commercial and residential development.

2. Encourage new industrial redevelopment in large contiguous areas to avoid problems of mixed uses.
3. Develop improved buffers between industrial and residential uses.
4. Utilize redevelopment and other powers to help consolidate parcels for higher quality development in transition areas.
5. Utilize design review powers to ensure compatibility between industrial and residential uses.
6. Improve the infrastructure in those areas which have declining quality development.
7. Seek funding for and construction of rail grade separations at Alondra Boulevard, Compton Boulevard and Rosecrans Avenue.

C. HOUSING ELEMENT

1. Introduction

The Housing Element of the Paramount General Plan provides a description of the present housing situation and addresses problems and needs of the City's residents in relation to housing. This element is intended to provide a framework for the City to use in meeting state and regional housing element requirements, while at the same time addressing local concerns. Flexibility has been encouraged in this plan to allow the City to fine-tune its actions, yet still provide enough guidance to proceed in an orderly manner. This element incorporated public input at Planning Commission and City Council meetings and public hearings. The Planning Commission and City Council each held at least three publicly advertised General Plan workshops which interest groups and citizens were able to comment on the draft elements.

Current City population, housing and economic characteristics are provided below. These figures are compared to regional and county statistics to help illustrate how Paramount relates to the surrounding area.

The information used is the most current available. When possible, U.S. Census data were used along with information and projections from the Southern California Association of Governments (SCAG). Another source of data was the Community Economic Profile and Market Potential Analysis, prepared by Alfred Gobar Associates in September 1981 for the City of Paramount.

This information on the population, housing and economic characteristics was then correlated with the current constraints and opportunities in Paramount to determine what special needs and issues must be addressed. The analysis is also supplemented by additional issues the City wished to focus upon in this element.

A discussion of the City's goals is provided to demonstrate the direction of focus that this element takes. These goals were prepared with current conditions and needs in mind. Specific objectives and programs are outlined which target the actual thrust of the goals. Programs presently in use are included along with recommendations for new programs that will combine to assist in the fulfillment of the City's housing and economic development goals.

Finally, a discussion on the relationship of this element to the other elements of the General Plan is provided. This discussion explains the internal consistency of the General Plan from the perspective of the Housing Element.

The previous adopted housing element for Paramount was a part of the August 1973 General Plan. That housing element contained no quantifiable objectives or programs, however goals and objectives were listed and thus can be analyzed. Below is the list of Goals and Objectives from the 1973 element.

1. Maintain and improve the existing housing stock.
2. Maintain a variety of types, price ranges, and ownership options in the Paramount housing stock.
3. Encourage high standards of quality in new residential development including adequate on-site open space.
4. In mixed use areas, attempt to consolidate to either housing or industrial use.
5. Provide equal opportunity in housing choice regardless of race.

These goals are similar to the current housing goals in this element. There has been a great amount of effort produced towards the attainment of these goals over the last ten years.

Paramount has begun two major programs to maintain and improve the existing housing stock. An effective code enforcement program has been developed in an attempt to force rehabilitation on deficient units and removal of dilapidated units. To help the citizens pay for needed repairs, a rehabilitation rebate program was begun. This program assists low income renters and owners for needed housing repairs.

Paramount has continued to maintain a variety of housing types and price ranges to allow housing opportunities to all economic segments of the City. This policy has seen considerable progress as evidenced by the variety of income groups and housing opportunities ranging from mobile homes to townhomes to single-family detached units.



In 1981, the Paramount City Council adopted the Planned Development-Performance Standards Zone (parcels larger than one half acre) to provide for planned development with performance zoning standards. The intent of this zone is to encourage quality development through superior design with performance standards applied to specific development and recorded as conditions and covenants against the land.

The current code enforcement program has intensified its enforcement on residential uses in industrial zones. This is to consolidate the uses and lessen the number of conflicting uses.

The City of Paramount through its support of the Long Beach Fair Housing Foundation provides for equal housing opportunities for all persons. The Foundation also administers federal housing programs for the City.

The 1973 housing element also contained four recommendations in the housing element.

1. Revise higher density zone requirements to require more meaningful open space provisions.
2. Provide incentives to developers to encourage apartment development on large parcels only through planned development regulations.
3. Study methods of developing deep lots to prevent the type of development now prevalent in deep lot areas, with small units, poor access, and inadequate open space.
4. Encourage the Planned Development concept for housing, and use redevelopment powers in transition areas where appropriate to provide adequate parcels for high-quality development.

The City has met each of these recommendations and in many cases exceeded them. In 1984 the City adopted revised multi-family (RM Zone) standards which required a minimum of 20 percent of a site to remain in open space and specific provisions for private and public open space. Amenities are also required in the open space areas.

The City has met the recommendations of number two through informal negotiation. The Board of Appeals has concentrated its efforts on units that are located adjacent to vacant lots in order to create larger lots. This has been especially successful in the Richfield, Exeter, Petrol area. The City has also adopted a planned development with performance standards district and is now using this district in residential areas.

The economics of land development has precluded the inefficient use of the deep lots in Paramount. The current zone code requirements also force the use of the whole site.

Paramount has not used its redevelopment powers in residential areas over the past 10 years, but that is beginning to change. The Town Center Terrace is a recent example of planned development and ties in well with the new commercial center nearby. The Redevelopment Agency has also approved the purchase of two significant parcels for residential development.

Over the last ten years, the City has come a long way in not only improving and preserving its housing stock, but has also developed a philosophy to actively seek better housing.

2. Population, Housing and Economic Components

A thorough understanding of the current City's population, housing and economic conditions is necessary for developing not only an adequate housing element but the general plan as a whole. This information will provide insight to the current situation in Paramount and provide clues to the future. The two main sources for the data contained in this Element were the 1980 United States Census reports and the "SCAG 82 Growth Forecast Policy". A supplementary source used was the Community Economic Profile and Market Potential Analysis prepared by Alfred Gobar Associates in September 1984 for the City of Paramount.

a. Population Characteristics

Paramount is a developed City in which most of the present residential development and population growth occurred between the post World War II years and 1970. This extensive growth has left the City with little remaining vacant land.

The 1980 population of Paramount was 36,407 and the estimated 1983 population was 37,145. Table 1 shows the population distribution by age for Paramount, Los Angeles County and the combined total of the surrounding communities of Bellflower, Compton, Downey, Long Beach and South Gate. These comparisons point out that Paramount's population is younger than that of the County and surrounding cities.

Table 2 is a distribution of the population by race. Again, the data for the surrounding cities and Los Angeles County are given for comparison reasons. An important statistic to focus on is the number of Hispanics. Paramount contains more than twice the percentage of Hispanics than the surrounding cities and 18 percent more than the County. Paramount also contains a higher percentage in the "Others" category than the surrounding cities and Los Angeles County. This is again due to the high amount of Hispanics, as 90 percent of the "Other" classification are Hispanics.

TABLE 1

POPULATION DISTRIBUTION BY AGE

<u>Age</u>	<u>Paramount</u>		<u>Surrounding Cities</u>		<u>Los Angeles County</u>	
Under 5	4,625	12.7%	50,050	7.8%	551,869	7.4%
5-14	6,404	17.6%	87,870	13.6%	1,092,453	14.6%
15-59	21,310	58.5%	400,163	62.0%	4,781,444	63.9%
60-64	1,344	3.7%	31,492	4.9%	313,172	4.2%
65+	2,724	7.5%	75,872	11.8%	738,565	9.9%
TOTAL	36,407		645,447		7,477,503	
Median Age	25.1				29.9	

Surrounding cities (with median age) include Bellflower (29.7), Compton (22.4), Downey (34.1), Long Beach (31.1), and South Gate (28.0).

SOURCE: U.S. Census Reports, 1980.

TABLE 2

POPULATION DISTRIBUTION BY RACE

	<u>Paramount</u>		<u>Surrounding Cities</u>		<u>Los Angeles County</u>	
White	26,365	72%	453,954	70%	5,135,540	69%
Black	1,190	3%	104,224	16%	943,124	13%
Asian	972	3%	29,864	5%	456,693	6%
Others	7,880	22%	57,405	9%	942,146	13%
TOTAL	36,407	100%	645,447	100%	7,477,503	100%
Hispanic Origin*	16,807	46%	128,432	20%	2,065,503	28%

Surrounding cities include Bellflower, Compton, Downey, Long Beach and South Gate.

*Hispanics may be of any race.

SOURCE: U.S. Census Reports, 1980.

Paramount has a younger population than does Los Angeles County, with the City's median age in 1980 at 25.1 years compared to 29.89 years for the County.

The population increased from 34,734 in 1970 to 36,407 in 1980 at an annual growth rate of .47%, mainly due to an increase in the mean household size. This statistic rose from 3.1 in 1970 to 3.2 in 1980. This figure is somewhat higher than the County mean of 2.7.

The cities surrounding Paramount generally experienced lower growth rates or actual declines in population during the 1970's. South Gate is the only nearby City that experienced a significant population gain.

The Southern California Association of Governments (SCAG) forecasts the increase in the number of households and housing units for the jurisdictions in the region. For the City of Paramount, SCAG has calculated that the number of households will increase from 11,608 in 1983 to 11,822 by January 1, 1989. In order to maintain the recommended vacancy rate of 3.7 percent and to compensate for units that will be removed from housing stock through redevelopment to non-residential uses, SCAG has determined the future housing unit needs for Paramount to be an additional 462 units over the next 6 years, to January 1, 1989.¹ SCAG then allocates these additional forecasted households among four income classifications. This allocation is determined by the Regional Housing Allocation Model (RHAM) which is designed to allocate population growth within the SCAG region. This allocation is required under Government Code Section 65584 which requires an entire region to provide for the affordable housing needs of that region. The goal of the SCAG RHAM is to distribute the new households among all of the jurisdictions in a manner so that eventually each jurisdiction will contain an equal percentage of very low, moderate and upper income households. These income categories are determined by percentage ranges of the median household income within Los Angeles County. "Very low" is income in the range of 0-50 percent of median income; "low" is 50-80 percent; "moderate" is 80-120 percent; and "upper", over 120 percent. Table 3 outlines the distribution of the 462 households among the four categories. Also included is the distribution percentages for Paramount and the entire SCAG region. Even though the City currently has a higher proportion of very low and low income households, the SCAG RHAM still assumes the City will

¹ The 1983 RHAM projects housing needs to the year 1988. This then was increased one year using the HCD and SCAG formula method for updating total future housing unit needs.

TABLE 3
Future Housing Distribution

	<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>	<u>Upper</u>
Paramount Households	90	120	99	153
%	19.5	26.0	21.4	33.1
Regional Distribution %	16.7	23.5	18.9	40.9

SOURCE: SCAG Regional Housing Allocation Model, 1983

provide housing for more units in these categories. Due to the fact that Paramount is almost completely developed and has a relatively low growth rate, the ability of the RHAM to make any significant changes in the City's economic distribution is not very great.

SCAG-82 Growth Forecast Policy forecasts growth for the Southern California region in population, housing, employment, and land uses through the year 2000. The Southern California region is divided into 55 Regional Statistical Areas (RSA's) with Paramount located in RSA 22. This RSA also contains other communities or portions thereof such as Downey, Bellflower, Santa Fe Springs, Norwalk, Cerritos, Artesia and Whittier.

The total population of RSA 22 in 1980 was 613,000. Of this 613,000, Paramount represented 5.94 percent of the population, or 36,407 residents. The projected population for RSA 22 in the year 2000 is 648,000. If Paramount retains its present 5.94 percent share of the region's population, the City's population will be 38,491.

SCAG-82 also formulates growth projections for each jurisdiction within the region. This projection demonstrates a drop in population and increase in housing for the City of Paramount. This information is outlined below. Los Angeles County figures are included for comparison.

TABLE 4
SCAG-82 Forecasts

	<u>1980</u>	<u>2000</u>	<u>Change</u>	<u>% Change</u>
Paramount				
Population	36,415	35,237	-1,178	-3.23
Housing Units	11,727	12,394	667	5.69
Los Angeles County				
Population	7,473,814	8,411,515	937,701	12.55
Housing Units	2,855,574	3,394,673	539,099	18.88

This information predicts a shift towards smaller households in Paramount and a growth rate in housing over three times smaller than that of the County.

An economic profile of the City of Paramount was performed by Alfred Gobar Associates in September 1981. This report forecasts the population to be 37,200 by 1986 and 37,600 in 1991. This information is in contrast with the SCAG projections which forecast a decline in population. This is predicated upon the continuing lower average household size in Paramount.

b. Housing Characteristics

Analysis of the present housing stock and trends is essential for an adequate housing element. In this section the present housing stock is examined along with projections of future housing needs. This information is necessary to determine the present and future housing profiles in Paramount.

In 1970 there were 11,588 housing units in Paramount, yet this number only rose to 11,730 units by 1980. This increase was not greater due to the removal of units along the Century Freeway right-of-way. Between 1970 and 1980 there were 953 new residential units authorized by building permit, yet there was only a net increase of 142 units actually constructed during that period.

In 1984 approximately 1005 acres, or 32.6 percent of the City, contained residential units. This number is expected to increase after adoption of the General Plan.

Paramount contained 11,927 housing units in March 1983, of which 11,608 were occupied. Over 75 percent of these units were constructed between 1940 and 1970. In 1982 the number of building permits for residential units was 24. This number rose to 55 in 1983 and 164 in 1984. This large increase was due to the construction of the senior citizen project.

SCAG has estimated the tenure and building type of the 1988 housing stock. According to its calculations, 45.56 percent of the stock will be owner-occupied, with 54.44 percent of the units renter occupied; this is also the current ratio. Single family units are likely to make up 71.69 percent of the units, with multi-family units comprising the remaining 28.31 percent. This is an adjustment of the existing ratio which is 62.4% single family and 37.6% multi-family units.

Housing costs are another important factor that sheds light on the City's housing situation. In 1980 the median value of an owner-occupied one-family home in Paramount was \$62,700 (as compared to \$87,400 for Los Angeles County) due to an almost total lack of units valued over \$150,000. The median rent in 1980 for

Paramount was \$238 while the county median rent was \$244. These medians are similar due to the fact that an above average proportion of Paramount's rental housing in 1980 rented for \$200 to \$300 a month while the County rents varied a great deal more. Clearly, these rental rates will be notably higher in the mid-eighties and beyond.

According to City estimates, approximately 20 percent of the residential units are in need of rehabilitation. Programs have been designed to assist in this rehabilitation process.

c. Economic Characteristics

The third characteristic to be examined is the current economic situation in Paramount relating to housing and employment. This information is vital in determining the current economic level of the residents and in estimating the direction in which the Paramount economy is heading. This information is also helpful in analyzing the Paramount housing market and in determining which population groups require special assistance.

The median household income for Paramount in 1980 was \$14,969 with the mean income at \$17,056. This compares with the Los Angeles County median and mean of \$17,563 and \$22,518, respectively. The economic profile of Paramount prepared by Alfred Gobar Associates determined the median household income to be \$15,464 in September 1981, a 3.3 percent rise in one year.

The City and County income level for family incomes are compared by racial classifications in Table 5. This table points out the large disparity between family incomes in Paramount and the Los Angeles County averages. The mean family income in Paramount is almost \$8,000 less than the County mean. Every racial category is significantly less than the County mean with the exception of blacks.

The Census Bureau has stated that in 1979 there were 1376 families, or 16 percent of the total, below the poverty threshold. In 1979 this threshold was \$7,412 a year for a four-person family.

Table 6 compares the labor force by industry of Paramount with the County figures. Paramount's labor force is heavily tied to manufacturing, as is demonstrated by the chart.

The City's labor force is particularly low in service-related workers such as those in finance, insurance and real estate; personal and entertainment services, professional services and public administration.

SCAG-82 contains forecasts of the total amount of employment for each of the Regional Statistical Areas. In 1980, RSA 22 (in which Paramount is located) contained 262,000 workers. By the year 2000, this figure is projected to increase to 307,000, or a

TABLE 5
FAMILY INCOME MEANS DISTRIBUTED BY RACE

	White	Black	American Indian	Asian	Hispanic*	Mean
Paramount	\$18,309	\$18,095	\$15,027	\$21,125	\$15,685	\$17,919
% of Mean	102.2	101.0	83.9	117.9	87.5	100.0
Los Angeles County	\$28,554	\$18,057	\$20,645	\$27,103	\$18,057	\$25,895
% of Mean	110.3	69.7	79.7	104.7	69.7	100.0

*Hispanics may be of any race.

SOURCE: U.S. Census Reports, 1980.

TABLE 6
LABOR FORCE BY INDUSTRY

Labor Force - 16 & Over	Paramount	%	Los Angeles County	%
Agriculture	147	1.1	43,741	1.3
Construction	849	6.2	154,612	4.5
Manufacturing	5,742	42.1	884,139	25.4
Transportation	721	5.3	155,685	4.5
Communications	270	2.0	92,731	2.7
Wholesale Trade	851	6.2	166,744	4.8
Retail Trade	1,860	13.6	533,364	15.3
Finance, Insurance, Real Estate	402	3.0	249,271	7.2
Business and Repair	661	4.9	203,265	5.9
Personal and Entertainment Services	352	2.6	195,217	5.6
Professional Services	1,497	11.0	671,593	19.3
Public Administration	270	2.0	121,402	3.5
TOTAL	13,622	100.0	3,471,764	100.0

SOURCE: U.S. Census Reports, 1980

3. Special Needs and Issues

The information in Section 2, "Population, Housing and Economic Characteristics", reveals certain needs and issues to be addressed. These local issues, along with state-mandated requirements will be discussed in this section.

- a. One of the main issues for the housing industry in Paramount is land availability. There is very little vacant land within Paramount and most of this is located in commercial or industrial districts. However, the City has adopted a Special Housing Opportunities Specific Plan. Nineteen land parcels or neighborhoods within Paramount have been identified as Special Housing Opportunities areas. Typical of the neighborhoods is the Richfield, Exeter, Petrol neighborhood, located north of Compton Boulevard, west of Garfield Avenue, south of Rosecrans Avenue, and east of the Southern California Edison right-of-way. Another, the McClure, Arthur, Howe neighborhood, is located north of the Southern Pacific Railroad (former Pacific Electric's right-of way), south of the proposed Century Freeway and west of the alley between McClure and Paramount. The Specific Plan is designed to increase existing densities within such neighborhoods with quality development and provide buffers to mitigate adverse impacts from the adjacent industrial/commercial areas.

Typical of the individual parcels is the Ruther Avenue excess parcel left by redesign of the Century Freeway, slated for medium density housing. Another is the Brethren School property in the southwest portion of the City, designated for multiple family use.

Each of the 19 areas is unique and will be guided by regulations tailored to the conditions which apply. Some are with specific plans and some are not. The total land area involved is approximately 225 acres in parcels ranging from three-tenths of an acre to neighborhoods of over 53 acres. Depending upon densities actually applied, the additional buildout capacity of this land area could be approximately 3300 dwelling units. These areas are shown on the Community Development Management Plan.

A major commitment to increasing land availability is the identification of some 19 special housing opportunity areas, including the three just described. They mainly involve existing development which may be redeveloped. They vary substantially in size and are well distributed throughout the City.

- b. Another major issue in Paramount is housing conservation. This is an issue due to the age of the existing stock in the City. As stated in Section 2, the majority of the housing

was built from 1945 to 1970. This housing is now of an age where rehabilitation is necessary in some units to provide decent housing. The City is currently intensifying its code enforcement, especially through the Building Rehabilitation Board of Appeals.

The City of Paramount performed a residential land use study for the Richfield, Exeter, Petrol area. Its findings determined that if maximum buildout occurs, an additional 158 units would be built in an area of approximately 41 acres. The study also found that the area contains many multi-family rental units which suffer from deferred maintenance and poor management. This area is not unique in this regard, as there are other neighborhoods in the City which are similar.

The City currently administers a Neighborhood Improvement Program which offers rebates for housing rehabilitation. To date, the program has subsidized numerous projects in Paramount, and still has a waiting list. The rebates have a maximum limit of \$5,000 and will pay 75-90 percent of the cost of the improvement. This is only available for low and very low income households. The rebate program is funded through Community Development Block Grant funds.

- c. Energy conservation and its impact on utility costs is an issue that has been at the forefront of housing discussion during the past few years. World energy shortages have forced utility bills upward in surprising proportions. The building industry is responding to this problem by building more energy-efficient units. Unfortunately, this does not benefit a community such as Paramount, in which most of its residential land is completely developed. However, new techniques in rehabilitation can be used to provide more energy-efficient housing in Paramount.
- d. A major issue in housing is that of overcrowding. This has become an even greater issue over the past ten years, as increasing housing costs have forced households to double up to save costs. This is especially true in the lower income groups, of which Paramount has a significant amount. In 1980 Paramount contained 11,279 households, of which 2302 (20.4%) had greater than one person per room (the commonly accepted definition of overcrowding). Renters accounted for 69 percent of this figure. Due to the current housing market in Southern California and the economic condition of the residents in Paramount, a more realistic overcrowding figure would be greater than 1.5 persons per room. Using this figure there would still be 1100 overcrowded units or 9.8 percent of the total. Again, renters account for 69 percent of this amount.

A solution to this problem is the creation of more housing units at affordable prices. As demonstrated earlier in Section 2, Paramount is currently housing more than its share of lower income households and its median housing costs are below the County medians. Therefore, the City plans to concentrate on providing housing for above moderate income households. The City plans to focus on supplying a variety of housing opportunities. Single-family detached homes will be developed in those areas where needed. Apartments and condominiums with the City's current design standards will meet another segment in the City's housing market.

- e. A household's ability to pay the current housing costs is another important issue. SCAG has suggested a standard of "households in need" within the jurisdiction. This figure contains all those lower income households paying over 30 percent of their gross income for housing. In 1983, this figure was 2566 for Paramount, 58 percent of which were very low income renters. Again, the reason for this high number is due to the large percentage of lower income households in Paramount which traditionally are forced to pay over 30 percent of their income for housing due to the lack of affordable housing in Southern California. Over the past four years, Community Development Block Grant funds have been used to assist 190 units.
- f. The elderly are another group of citizens that require help in meeting their housing costs. In 1980, 2,724 people, or 7.5 percent of the population of Paramount was 65 or older. In many cases senior citizens are on a fixed budget and cannot keep up with Southern California's rising housing costs. Paramount has completed a senior citizen housing project that contains 158 units. This will provide housing that is very much needed in Paramount. Those residents who qualify may utilize the Federal Section 8 Rental Assistance Program. This housing project is being funded with Los Angeles County Mortgage Bond revenues and funds from the Paramount Redevelopment Agency.
- g. The needs associated with female-headed households is a subject that is required to be addressed by State law. In 1980 Paramount contained 1517 female headed households with 546 being below the poverty line. This represents approximately 6.4 percent of the total number of families in the City. There are no programs that are specifically targeted to this group in Paramount. However, this group is potentially eligible for assistance through existing programs, which include the Neighborhood Improvement Program and Section 8 Rental Assistance.

- h. Another issue required by law to be considered is that of farmworker housing. Due to the urban nature of Paramount and the small number of farmworker households (26 according to SCAG RHAM 83), this issue is not deemed significant.

The homeless is a special group that require unique programs. The Los Angeles County Public Social Services Department, the Los Angeles County Sheriff's Department, and the Long Beach Fair Housing Foundation were all contacted, yet no one could give an estimate to the number of homeless in the City of Paramount. Private missions are available in Los Angeles for a limited number of these individuals.

- i. Currently, there are a number of residential units located in industrial zones. These units are usually quite old and in poor maintenance due to their proximity to the industrial uses. These units remain because of the typical lot-by-lot pattern of transformation from residential use to industrial use. The City is currently targeting these units in the code enforcement program in order to expedite this transformation.
- j. Government Code Section 33447 grants the City of Paramount Redevelopment Agency the authority to use redevelopment funds outside the redevelopment project area. These funds can be used for public improvements that enhance low and moderate income neighborhoods as well as the project area. Public improvements are limited to street improvements, water, sewer, and storm drainage facilities, and neighborhood parks and related recreational facilities. This mechanism allows a unique opportunity for the City of Paramount to fund public improvements for the residential neighborhoods. Authority for this funding has been granted until January 1, 1986 unless the statute is extended.
- k. Paramount is currently being outpaced in moderate and upper income housing units by many other jurisdictions in the County. In order to bring Paramount in line with its regional share, the City is attempting to change this inequity by setting higher standards for future housing units.
- l. There are very few, if any, governmental constraints upon housing maintenance, improvement or development for the different income levels. The City Council of Paramount has recently created itself as a Housing Authority to have more control over housing programs within the City. The City also provides an effective Code Enforcement Program to constantly improve the current housing stock. The City has also implemented an accelerated permit process, to diminish the amount of time to receive a building permit.

The City also has other measures to promote residential development in Paramount. The City's development standards allow quality housing at competitive prices; they are not cost prohibitive. Until this year, the City did not require any park fee exactions from developers. The City is using the General Plan and Specific Plan process, along with a zone code revision, to further implement planning and development efficiency. However, the biggest factor in the City's promotion of residential development is the City's pro-development orientation. This allows the other measures above to become implemented.

- m. Financing availability, land prices and construction costs are important ingredients in housing availability within Paramount, because of its perception as an industrial rather than residential community, housing financing has historically been difficult to find. Fortunately, this is now changing. Residential land prices are relatively competitive and presently bring a higher price, than competing uses. These land prices are still lower than surrounding areas.

Construction costs are comparable to surrounding communities. Paramount does have certain development standards for residential developments, but these are less expensive than other cities in the Los Angeles basin. The City is also willing to work with developers and accept development projects in which the developer has succeeded in reducing product costs.

- n. Housing needs for the handicapped and large families are also subjects required by the State to be addressed in each Housing Element. The 1980 Census identified 1,458 Paramount residents with a disability which prevented them from working. Although there are no local housing programs for the handicapped specifically, they are eligible for certain State and Federal programs.

There were 11,279 households in Paramount during the 1980 Census, of which 1,399 contained six or more persons. This represents 2.4 percent of the total number of households. There are currently no local programs to address the housing needs of these households, however they are eligible for local programs for housing rehabilitation and for senior citizen housing.

5. Goals, Objectives and Programs

This section describes the housing goals, for the City of Paramount along with achievable five-year objectives to attain these goals. Specific programs are outlined with a target date and responsibility being delineated for each action. The

financing for these programs is provided by Federal Community Development Block Grant Funds, County of Los Angeles bonds, Paramount Redevelopment Agency and the City of Paramount.

a. Goal - To maintain and rehabilitate the City's existing housing stock.

- 1) Objective - Provide 150 rebates of up to \$5,000 each for housing rehabilitation and repairs to lower income households over the next 5 years.

Program - Continuance of Neighborhood Improvement Program

Responsibility - Community Development Department

Target Amount - Award 30 rebates a year

Financing - Community Development Block Grant Funds

- 2) Objective - Conduct strict code enforcement in those neighborhoods that are deteriorating and provide opportunities for redevelopment.

Program - Continuance of Code Enforcement Program and especially the Building Rehabilitation Program.

Responsibility - Building Inspector and Building Rehabilitation Board of Appeals.

Target Amount - Upgrade 10 substandard units a year

Financing - City budget.

b. Goal - To provide adequate housing for the lower income elderly population of the City.

- 1) Objective - Maintain and manage the completed Senior Citizen housing project that will adequately house 158 elderly households, many of whom will be of lower income.

Program - Manage the recently completed project in which residents may use federal Section 8 Rental Certificates.

Responsibility - Community Development Department

Target Date - Completion by December 31, 1984

Financing - \$4.5 million Los Angeles County bond and \$2.05 million from the Paramount Redevelopment Agency

- 2) Objective - Capitalize on all available programs requiring housing authority functions for qualification/implementation.

Program - Establish and operate City Housing Authority

Responsibility - Administrative Services Department

Target Date - Ongoing

Financing - City General Fund; applicable and available federal programs

- c. Goal - To promote housing opportunities for all persons regardless of race, religion, sex, marital status, national origin, ancestry, age, or physical handicap.

Objective - Continuation of present fair housing practices, including referral of all housing discrimination complaints to the Long Beach Fair Housing Foundation and requests for federal Section 8 Rental Assistance funds to Los Angeles County Housing Authority.

Program - Continued referral of the Long Beach Fair Housing Foundation and Los Angeles County Housing Authority.

Responsibility - Community Development Department and Long Beach Fair Housing Foundation.

Target Date - Ongoing.

Financing - City of Paramount and Los Angeles County, using block grant funds.

- d. Goal - To provide public improvements that will enhance the environment of a residential neighborhood containing housing for persons and families of low or moderate income including very low-income households.

Objective - Continuation of program providing public improvements utilizing redevelopment funds.

Program - Continued use of Government Code Section 33447 for public improvements as long as funds are available.

Responsibility - Paramount Redevelopment Agency.

Target Date - Ongoing.

Financing - Paramount Redevelopment Funds.

e. Goal - To expand land availability to provide the widest possible range of housing types in a variety of cost ranges.

1) Objective - Development of housing in the designated special housing opportunity areas.

Program - Prepare and adopt Specific Plans or other zoning which would authorize housing development in those special opportunity areas in which residential development is not presently allowed or is allowed at an inappropriately low density.

Program - Negotiate with property owners of land in special housing opportunity areas to stimulate housing development in those areas, with City assistance where necessary.

Responsibility - Community Development Department.

Target Amount and Date - Rezoning of all necessary areas within five years; development of housing in five such areas within the next five years.

Financing - City general funds; redevelopment project area funds.

6. Consistency with the Other Elements of the General Plan

Government Code Section 65583 states that Housing Elements shall include an identification of "...the means by which consistency will be achieved with other general elements and community goals." This section of the Housing Element is to acknowledge the interrelationships the Housing Element has with the other elements of the General Plan and explain the consistency between the elements.

a. Land Use Element. The Housing Element is most affected by the Land Use Element, which establishes the density and location of all residential areas in the City. By setting zoning requirements, the Land Use Element determines the maximum number of units and their location as well as the land uses surrounding the residential areas. The surrounding land use designations affect the demand, marketability and type of housing for Paramount.

Paramount is a developed City and therefore the present land use patterns have been established for a number of years. Any major increase in allowable housing units will have to be



accomplished through an increase in density levels due to the lack of vacant land in the City. However, there are currently many parcels in certain neighborhoods that are underdeveloped in relation to the allowable density.

- b. Economic Development Element. This element is divided into two components, Industrial and Commercial, and depicts the current economic situation in Paramount. This element mitigates problems industrial and commercial uses cause surrounding residential areas.

The Economic Development Element also affects the type of commercial and industrial developments that occur in Paramount. These decisions could also have an affect on the residential areas in the City simply by improving basic compatibility of uses.

- c. Transportation Element. The Transportation Element depicts the transportation system of Paramount, including highway and rail uses. This Element contains recommendations to separate rail and highway systems at various points and outlines a truck route to better serve the industrial sector. Through implementing these policies, the negative transportation effects on residential areas will be mitigated. This is particularly significant in view of the large amount of industrial development in relation to the area devoted to housing.

- d. Public Facilities Element. This element is greatly affected by the Housing Element in determining the current status and need for public facilities in Paramount. This element was shaped around the Housing Element in order that both the residential needs and the facilities to support those needs are fulfilled in an orderly and efficient manner.

- e. Health and Safety Element. This element is divided into four components: Disaster Preparedness, Seismic Safety and Public Safety, of which three are oriented towards protecting both population and development from foreseeable dangers. The Noise Component recommends measures which mitigate the noise impacts on residential areas. Implementation of this element will provide a more secure and healthful environment for the citizens of Paramount and their residential neighborhoods.

- f. Resources Element. This element, divided into the Open Space/Conservation Component and the Parks and Recreation Component, addresses quality related issues that are relevant to the residents of the community. The focus of the Resources Element is to provide a more desirable environment for the residents.

7. Implementation

Provided in this section is an implementation chart which is provided to facilitate monitoring of the housing program. This chart is to be filled out semi-annually to illustrate the progress achieved and the work remaining on the various housing programs. Spaces have been left for additional programs that may be initiated.

This element needs to be updated on an ongoing basis as new information is obtained. The State of California requires an updated Housing Element every five years and the City of Paramount will have to submit an updated Element in 1989. At that time a review of the progress that has been made over the previous 5 years should be included to provide a clearer picture of the housing situation and to point out trends for the future. This new data should be incorporated into the Plan, along with any change in the City's goals or objectives.

D. TRANSPORTATION ELEMENT

The Transportation Element describes the role of the City's vehicular, public, pedestrian, bicycle, and service circulation systems in serving the City and the region. It outlines the role of the circulation system in tying together different elements of the City and helping to create a community feeling and identity. Problems and opportunities presented by the existing system are identified, and recommendations are made for improving the performance of the system in meeting its many objectives.

In urban areas, different types and levels of circulation systems are used to meet different circulation needs. The important function served by most of the network of streets and roads that occupy 25 percent or more of the developed land areas in most cities is to provide access from residences scattered widely through the City to any other point where people may work, play, shop, etc. This system is designed to provide speed and ease in these point-to-point trips at any time. In addition, there are functions of heavy volume of movement between major activity areas such as downtown business areas, commercial/industrial areas, high density residential areas, civic centers, universities, etc. There are requirements for circulation within activity centers as well. These other needs may be met much more efficiently by other systems designed to move larger numbers of people per unit of area occupied by the system. The best circulation system may be one which combines types of service to best meet these different needs.

BACKGROUND

Paramount's circulation system today is based almost totally on providing efficient service to the automobile. This system should have two main objectives: efficient handling of through traffic having destinations within the City, and good access to all areas in the City while keeping

IMPLEMENTATION CHART

GOAL PROGRAM	Responsibility	Five Year Target Amount	Work Completed This 6 Months	Work Remaining	Next 6 Months Goal
A. Housing Maintenance & Rehabilitation					
1. Rehabilitation Rebates	Community Development	150 Rebates			
2. Code Enforcement	Building Inspector & Building Rehabilitation Board of Appeals				
B. PROVIDE HOUSING FOR ELDERLY					
1. Build Housing	Community Development	157 Units			
C. PROMOTE FAIR HOUSING					
1. Support Long Beach for Housing Foundation	Community Development	Ongoing			
D. NEIGHBORHOOD IMPROVEMENT					
1. Continued use of Redevelopment Funds	Redevelopment Agency	Ongoing			

CONSTRAINTS AND OPPORTUNITIES

Constraints

1. Some arterials are now operating at over capacity for good traffic flow during rush hours.
2. Arterials are interrupted frequently by local streets.
3. Through traffic is not kept out of many residential areas, resulting in noise and danger to children.
4. Many areas are far from public transportation routes.
5. Parking along arterials in strip commercial areas creates congestion and reduces viability of businesses in these areas.
6. Off-street parking is inadequate in older high-density residential areas.
7. Paramount has little influence over regional traffic patterns on its major arterials, and County improvement plans may conflict with circulation system objectives of the City.
8. Increased efficiency of the auto circulation system along arterials creates an unpleasant, inefficient and dangerous pedestrian circulation system along these streets.
9. Construction of the Century Freeway (Route 105) will result in major changes to the traffic patterns in the Freeway area, and may increase loads on some residential streets.
10. The existing development pattern makes even minor changes to the circulation system (such as street widening) difficult and expensive.
11. Distribution of industrial uses through the City results in mixing industrial traffic with other traffic.
12. The present circulation system, with high dependence on the automobile, has a number of undesirable secondary effects, including:
 - a. High use of petroleum and mineral resources.
 - b. Noise.
 - c. Air pollution.
 - d. Accidents resulting in death, injury and property damage.
 - e. Lack of service to the young, old, poor and disabled.

Opportunities

1. Century Freeway completion will significantly improve circulation on local arterials.
2. Flood control and power rights-of-way provide an opportunity to develop pedestrian/bicycle circulation systems separate from vehicular traffic and tied to a regional pedestrian/bicycle system.
3. Programmed improvements will improve circulation and reduce accidents on Compton Boulevard.
4. There is a planned rapid transit system along the proposed Century Freeway with transit stations at the Long Beach Freeway and Lakewood Boulevard.

GOALS AND OBJECTIVES

1. Develop a circulation system which separates commercial and industrial traffic from residential traffic and reduces noise and air pollution impacts and use of petroleum and mineral resources through:
 - a. Development of a truck route system to serve the industrial areas of Paramount.
 - b. Development of a safe and efficient system of bicycle and pedestrian routes in limited areas.
 - c. Reduction of residential trips along the heavy industrial arterials.
 - d. Encouragement of development of a rapid transit system for the Los Angeles/Orange County area, and cooperation in development of parking and feeder route service in Paramount.
2. Increase the efficiency of the auto circulation system and reduce the conflicts between through traffic and the community through:
 - a. Encouragement of improvements to major arterials as needed to maintain adequate capacity.
 - b. Reduction in the number of local streets directly entering arterials directly.
 - c. Development of off-street parking in commercial and high-density residential areas.

POLICIES AND PROGRAMS

1. Design and locate increased off-street parking in commercial areas to reduce conflicts with arterial traffic and improve viability of commercial districts.

2. Close selected local streets along major arterials to improve through circulation.
3. Develop and implement a designated system of truck routes to keep industrial traffic out of residential areas and design for maximum use of the Century Freeway will be maintained in ordinance form and posted and enforced accordingly.
4. Develop a system of bicycle routes throughout the City, particularly designed to relate to schools, parks and recreation areas in limited areas.
5. Develop separate bicycle lanes or supplementary bicycle paths along selected arterials.
6. Urge construction of the Century Freeway along with adequate noise abatement measures to reduce impact on residents.

E. PUBLIC FACILITIES ELEMENT

The Public Facilities Element examines needs for public facilities in Paramount, identifies the existing status of these facilities, and proposes ways in which the capacity and distribution of facilities can be better related to needs. Facilities and services considered include water, sewerage and flood control facilities, schools, libraries and health care facilities.

Public facilities and services in Paramount come under a number of different jurisdictions including City, Los Angeles County and a variety of special districts. Planning for these facilities has thus not always been well interrelated, and the potential exists for improving location and distribution of facilities to better serve the community. Coordination between these different jurisdictions can be improved to allow for more efficient planning. Considerable progress in this area has been accomplished, however, in the past several years.

1. Water and Waste Management

BACKGROUND

Water and waste management systems are regional in their impact, and regional agencies have primary responsibility for system characteristics in the Los Angeles area:

Los Angeles County Engineer: Major refuse disposal facilities, major storm drains, major sewerage systems, major water distribution coordination, industrial pollution control, contract City services.

Sanitation District: Major sewerage facilities (treatment, disposal).

Flood Control District: Major flood control facilities (channels, spreading grounds, dams, etc.)

Paramount: Local refuse collection, local water distribution.

Water Systems

The City is serviced by six different water companies, the largest of which is the City of Paramount Water Department. The source of water supply is ground water which is pumped through wells distributed throughout the City. The City's wells are drawing water from the Central Basin in Los Angeles County. The static water level is currently at 70 feet. For fiscal year 1984-85, the City will pump 80% (approximately 5,300 acre feet) well water and purchase 20% (approximately 1,500 acre feet) Metropolitan Water District water. In spite of the complexity of service entities, the City has formulated and adopted a very effective water master plan and is actively implementing that plan.

Solid Waste Facilities

There are no active landfill facilities within Paramount. The City presently franchises to a variety of private companies for the collection of solid waste in the City. These companies transport the refuse to the landfill sites outside the City. There is no indication that adequate capacity is a major concern to the City.

Storm Drainage

Flood control and storm drainage in Paramount are the basic responsibility of the Los Angeles County Flood Control District. The City works closely with the district in making local drainage plans and improvements. A master plan of drainage is scheduled to be prepared by the City to determine which areas presently have drainage facility deficiencies and identify the improvement priorities for areas that are in greatest need of assistance.

Industrial Pollution

Industrial pollution is a major issue because of the large amount of heavy industry in the City and the extent of fabrication and processing which occur. A hazardous waste survey and analysis have not yet been performed to verify the exact nature and extent of industrial pollution. Such a study does need to be performed, particularly in light of the shift to residential use envisioned in the General Plan adjacent to continuing industrial operations.

Sewerage System

Sewer facilities in the City of Paramount are City-owned. Maintenance of these facilities is the responsibility of the Department of County Engineers - Facilities Sanitation Division. According to the County Engineers and the City, there are no major problems currently in Paramount's existing sewer system.

The City's sewage lines discharge into the Los Angeles County Sanitation District Number 2 Trunk Facilities and flow to Los Angeles County Sanitation District Treatment Facilities. Wastewater from Paramount is treated at the District's Joint Water Pollution Control Plant. Currently, the treatment plant is not experiencing any capacity problems. The plant's capacity is 385 million gallons per day (mgd) and is currently experiencing average flows of 374 mgd.

A sewer master plan of similar scope to the already adopted water master plan is envisioned by the City to ensure continued adequacy of lines and treatment capacity.

CONSTRAINTS AND OPPORTUNITIES

Constraints

1. As a small portion of a large urbanized area, Paramount has little influence over areawide water and waste management policy decisions which may have important impact.
2. Similarly, Paramount's flexibility is limited by dependence on regional priorities, facilities and systems.
3. The large number of private water companies makes coordination difficult. Small companies may not be able to provide adequate service.

Opportunities

1. Use of flood control district and sanitation district resources is possible if these agencies are provided good information on needs and priorities.
2. Redevelopment with tax increment financing provides an appropriate vehicle for improvement of water and waste systems.
3. Paramount has a unique ability to finance certain public improvement projects with redevelopment funds for areas outside the redevelopment project area.
4. Provision of adequate flood protection for residents and business is possible through local funding of flood control projects not supported by the County Flood Control District if necessary.

5. Forthcoming sewer and drainage master plans will clarify system requirements for the development now envisioned.

GOALS AND OBJECTIVES

1. Maintain adequate water quantity and existing water quality.
2. Provide water storage and delivery capacity to meet normal usage and fire requirements.
3. Maintain economical and responsive solid waste collection and disposal services.
4. Provide satisfactory flood protection to residents and businesses.
5. Determine industrial pollution conditions and reduce identified levels in cost-effective ways.
6. Provide adequate sewerage service to developed and redeveloped areas, ensure that waste disposal practices are in accordance with policies and procedures of the Sanitation Districts of Los Angeles County.

POLICIES AND PROGRAMS

1. Protect, conserve, and enhance water resources through implementation of the water master plan.
2. Continue efforts to consolidate water companies under City ownership and operation.
3. Require improved solid waste collection, disposal, and recycling techniques by local collection services to reduce noise and disorder on residential streets and conserve environmental resources.
4. Conduct an industrial pollution and hazardous materials survey and analysis as the basis for corrective actions.
5. Prepare a flood control and drainage master plan identifying existing potential facility deficiencies based on the General Plan, and means of correcting those deficiencies.
6. Prepare a sewerage facility master plan identifying existing and potential facility deficiencies based on the General Plan, and means of correcting those deficiencies.

2. Schools

The Paramount School District, unified in 1953, encompasses approximately seven square miles and serves almost all of the City of Paramount.

The Paramount Unified School District operates eight elementary schools, two high schools (one of which is a continuation school), and two intermediate schools with a current total enrollment of 10,957 as of October 23, 1984.

CONSTRAINTS AND OPPORTUNITIES

Constraints

1. Population transience makes maintenance of quality education sequence for children difficult.
2. Fiscal constraints on school facility acquisition, development and operation are extremely difficult.
3. Most of the schools serving Paramount are at or near capacity.
4. Limited funds are available for school facility maintenance.

Opportunities

1. Implementation of housing potential in the special housing opportunity areas may reduce transiency rate.
2. Localized drops in enrollments may allow better utilization of existing facilities.
3. Efficient joint use of school facilities has been achieved by cooperation between the City and the school district.
4. The majority of new housing is expected to have very low student generation rates.

GOALS AND OBJECTIVES

1. Provide quality education for Paramount students, oriented to their career needs.
2. Maintain cooperation between the City and the Paramount Unified School District to best meet the needs of both.
3. Achieve, by whatever cooperative means possible, quality maintenance of school facilities for joint use purposes.

POLICIES

1. Continue joint use of school buildings and playgrounds for recreation on a non-interfering basis.
2. Work closely with the school district in anticipating school impacts of new housing development.

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POLICIES

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2. Work closely with the school district in anticipating school impacts of new housing development.

3. Work with the School District on establishing improved facility maintenance.

3. Health Facilities

Health facilities in Paramount include a 184-bed private hospital located near City Hall, a convalescent center, and a County Health Department Subcenter.

Professional medical offices presently exist adjacent to Charter Suburban Hospital. This hospital offers a full range of services typically found in a community hospital, including a very well staffed emergency room which is also a paramedic base station.

CONSTRAINTS AND OPPORTUNITIES

Constraints

1. Emergency access to Charter Suburban Hospital is limited because Vermont Avenue is not a through street.

Opportunities

1. Conversion of uses west of the hospital (including a portion of the railroad right-of-way) may open up an opportunity for improved access.

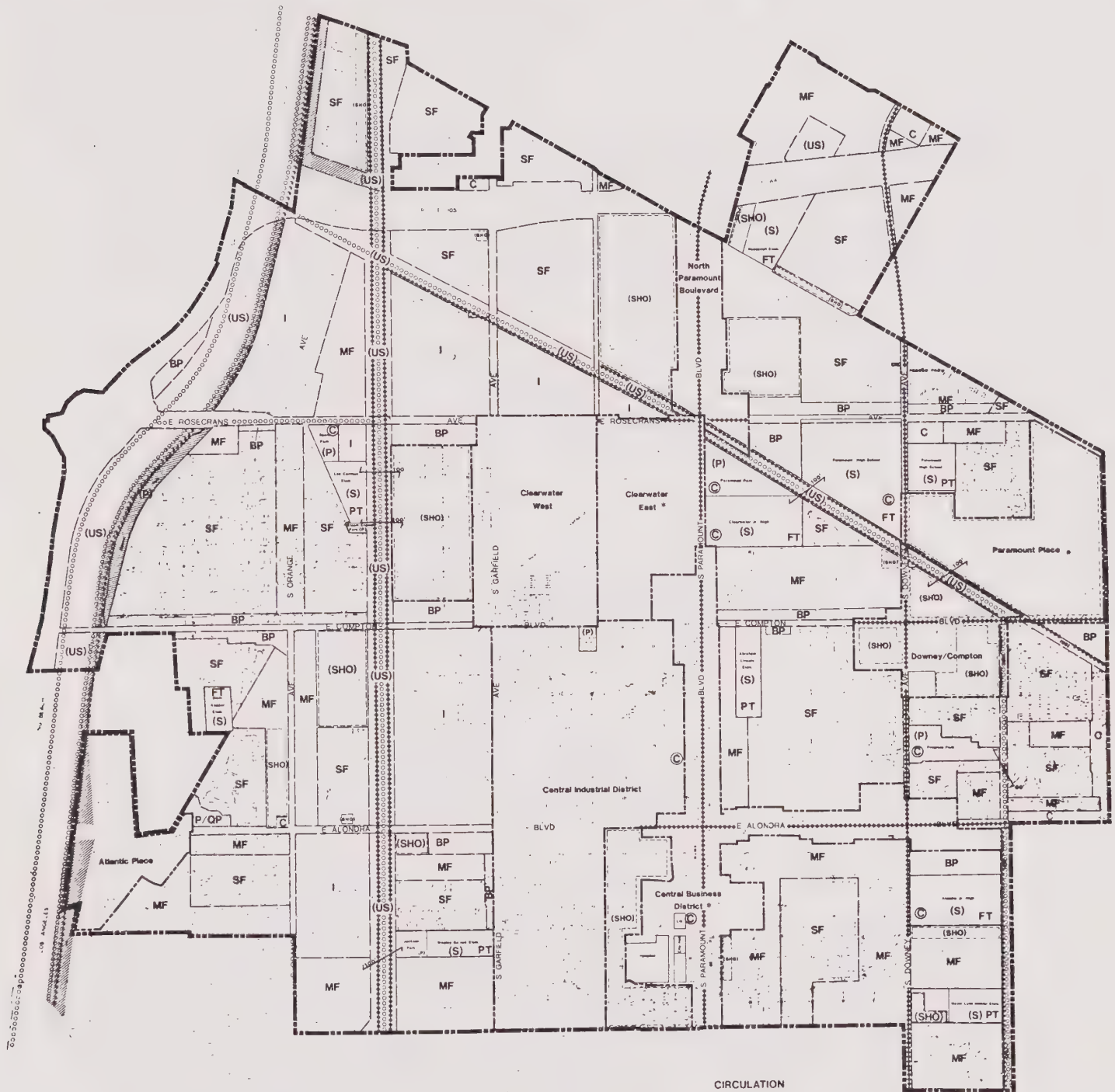
GOALS AND OBJECTIVES

1. Maintain competent and convenient health care and emergency medical services for Paramount residents and employees.
2. If possible, improve emergency access to Charter Suburban Hospital.

POLICIES AND PROGRAMS

1. Consider health/medical facilities as part of the Douglas Center complex if market demand and need are positive.
2. Explore the feasibility of extending Vermont Avenue between Jackson Street and Harrison Street or, if that is infeasible, an alternate emergency access route.

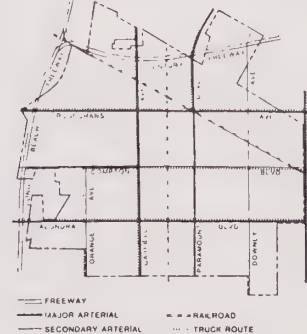
ENVIRONMENTAL MANAGEMENT PLAN



LAND USES

SF	SINGLE FAMILY RESIDENTIAL	P, O/P	PUBLIC/QUASI-PUBLIC
MF	MULTIPLE FAMILY RESIDENTIAL	(P)	EXISTING PARKS
(SHO)	SPECIAL HOUSING OPPORTUNITY	(S)	EXISTING SCHOOLS
C	COMMERCIAL	(US)	URBAN SPACE
I	INDUSTRIAL	---	SPECIFIC PLAN
BP	BUSINESS PARK	*	SPECIAL ACTIVITY CENTER
---	CITY BOUNDARY	---	VARIABLE LAND USE BOUNDARY
=====	BIKEWAY/PEDESTRIAN WALKWAY	---	LANDSCAPED EDGE
-----	VISUAL ENHANCEMENT CORRIDOR	---	FT- FULL TIME RECREATION/SCHOOL DUAL USE
~~~~~	REGIONAL EQUESTRIAN TRAIL	---	PT- PART TIME RECREATION/SCHOOL DUAL USE
---	URBAN SPACE LINKAGE (SPECIFIED MINIMUM WIDTH)	©	CULTURAL FACILITY

## CIRCULATION



# City of Paramount, California

Adopted  
May 7, 1985



THE PLANNING  
CENTER

0 100 200 300 400 500 600 700 800 900 1000





### III. ENVIRONMENTAL MANAGEMENT PLAN

The Environmental Management Plan deals with those subjects which enhance the natural and built environments and help define the quality of the total living environment. It is displayed on Exhibit 2.

The designations on the Environmental Management Plan serve to describe both existing and future desired quality aspects of the community as a whole.

#### Bikeway/Pedestrian Walkway

This designation indicates potential bikeway and trail routes which could connect various sectors of the City, primarily by means of the extensive powerline, rail line and flood control facilities and rights-of-way which traverse the City.

#### Visual Enhancement Corridors

This designation is intended to establish improved visual quality of selected arterial highway frontages and urban space corridors. This will be accomplished by means of standards applied to development projects along the designated corridors.

#### Regional Equestrian Trail

This designation recognizes the regional trail that now uses flood control district right-of-way. It can provide a unique resource for tie-in with equestrian oriented housing opportunities in the Century/Cloverlawn area.

#### Urban Space Linkage

At several key locations there are possibilities to link residential neighborhoods with park facilities via urban space corridors. The potential also exists to the significant development areas together, such as Douglas Center and Downey/Compton Specific Plans. Minimum widths for such linkages are important to contribute to public safety by means of highly visible pathways providing "defensible space".

#### Landscaped Edge

Certain areas along the Los Angeles River berm and adjacent potential retarding basins offer an opportunity to cluster tree plantings and other landscape treatments to provide a "soft" western edge to the City. This could become a distinctive landmark tying into trail systems, banana park and adjacent residential areas.



## Dual Use

Part of the efficiency with which public lands are used involves serving more than one purpose with a particular site. A successful cooperative arrangement between the City and the School District is reflected in the plan. Some school sites are used for shared recreation purposes on a part time basis, while others function in a dual mode the year around.

## Cultural Facility

Numerous cultural facilities are available as designated on the plan. They range from library to auditorium to meeting facility and represent another aspect of effective use of public and some quasi-public facilities.

### A. HEALTH AND SAFETY ELEMENT

#### 1. Disaster Preparedness Component

##### BACKGROUND

The Disaster Preparedness Component of the General Plan deals primarily with response to disasters. Each city in California is required to maintain a disaster plan. The Sheriff's Department in Los Angeles County has been given the authority for the development of disaster plans for the County and coordinates plans for each city. Three agencies are involved in carrying out the disaster plan for the City. These are the Sheriff, the County Fire Department, and the City government. Each has established a plan of operations. Emergency communication facilities have been set up so that in case of emergency, each agency is aware of the activities of all other agencies.

##### CONSTRAINTS AND OPPORTUNITIES

##### Constraints

1. The City of Paramount, surrounded by a large urbanized area, is not in a position to make its own decisions regarding major disaster plans, including regional evacuation, water supply, etc.
2. Contracting for city services means the City staff available to assist in emergency response is relatively small.

##### Opportunities

1. A good network of arterial streets provides alternative evacuation routes normally unimpeded by high levels of congestion.



## GOALS AND OBJECTIVES

1. Minimize damage to life and property in the City of Paramount in the event of a major disaster.
2. Identify and improve existing areas not meeting fire or earthquake standards.

## POLICIES AND PROGRAMS

1. Identify areas of high risk (high densities, older structures, fire hazards) for priority disaster response.
2. Identify and publish an inventory of alternative emergency systems in the City (potable water, water for fire protection, water delivery systems, communication, security, waste collection, and emergency power for critical facilities).
3. Identify protected structures for use during disasters and inform appropriate disaster assistance agencies of their location and capabilities.
4. Assign disaster response duties to all public employees, providing them with necessary instructions.

### 2. Seismic Safety Component

The Seismic Safety Element identifies potential seismic hazards in the city and policies for reducing damage to life and property in the event of an earthquake.

## BACKGROUND

Considerations in estimating risk of damage from seismic activity include the following:

- a. Geotechnical Setting - Essentially the same as the entire Los Angeles basin;
- b. Subsurface Soil Conditions - Moderate to high soil strength characteristics with some expansiveness;
- c. Local Faulting - No known faults: the closest is the Newport-Inglewood some 4 miles or more distant;
- d. Regional Seismicity - Primarily related to the Newport-Inglewood and San Andreas Faults. Paramount is in Seismic Zone 2 in terms of probable damage from regional seismic activity, meaning a moderate groundshaking response to fault activity;





- e. Groundwater and Related Factors - A general but very slow lowering of the ground water table with little if any indication of subsidence to date;
- f. Liquefaction Potential - Generally a low potential except for a section in the southerly portion of the City;
- g. Settlement and Subsidence - No apparent problem, but should be monitored if the water table continues to decline;
- h. Seismic Risk - The major consideration is avoiding uses and structures particularly vulnerable to damage from seismic activity, such as:

High occupancy uses.

Large scale structures.

Vital uses (e.g., hospital, fire police, major transportation, major utilities).

Uses with dependent or disabled populations.

Uses which are susceptible to secondary effects from seismic activity (explosion, etc.).

Uses inside structures which are Pre-Field Act or structurally unsound.

#### CONSTRAINTS AND OPPORTUNITIES

##### Constraints

- 1. The level of seismic activity and resulting risk to life and property in Southern California is high.
- 2. Paramount contains a large majority of buildings constructed prior to establishment of contemporary earthquake regulations.

##### Opportunities

- 1. No known earthquake faults pass through the City.
- 2. Although Paramount is almost fully developed, it is developed at a relatively low density, therefore mitigating some effects of a major earthquake.
- 3. The City is second lowest in a 6 point scale for groundshaking potential in the Los Angeles basin.
- 4. The inventory of seismically hazardous structures is being rapidly reduced by redevelopment activity.



## GOALS AND OBJECTIVES

1. Prevent serious injury and loss of life.
2. Prevent serious structural damage to critical facilities and structures, particularly where large numbers of people are apt to congregate at one time.
3. Insure the continuity of vital services and functions.
4. Educate the community on how the resident and business person can minimize seismic risk by adequate knowledge and preparation.

## POLICIES AND PROGRAMS

1. Develop an information program to familiarize citizens with seismic risk and to develop seismic awareness.
2. Require special soils and structural investigations for all proposed structures of large scale or involving large groups of people.
3. Continue the code enforcement program, including identification of pre-1933 structures of large scale or occupied by large numbers of people, and require correction or demolition of structures found to be dangerous.
4. Require a soils analysis for large projects, particularly south of Alondra Boulevard.
5. Continue an active redevelopment program, particularly in older commercial and industrial areas.

### 3. Public Safety Component

The Public Safety Component of the General Plan is intended to identify and define programs to protect the community from fire and geologic hazards.

#### a. Fire Protection

#### BACKGROUND

The City of Paramount is served by the Los Angeles County Consolidated Fire Protection District. The District provides fire protection service to 44 incorporated cities and all unincorporated areas of Los Angeles County.

The City of Paramount is serviced by two County Fire Stations. The northern portion of the City is serviced by Fire Station 57 located at 5720 Gardendale Street, South



Gate and the remaining portions of Paramount are serviced by Fire Station 31 located at 7521 East Compton Boulevard, Paramount. Fire Station 31 also has paramedic services available for the area.

Paramount has very little open space and, as outlined previously, relatively low levels of geologic activity that could create an impact on public safety. The main public safety issue, therefore, is the potential for an urban fire. This potential is heightened due to the presence of several large petroleum distributors within the City as well as older industrial plants carrying on potentially fire-prone activities.

#### CONSTRAINTS AND OPPORTUNITIES

##### Constraints

1. There are a large number of industries located in Paramount, especially the petroleum distributors, which create higher risks of a major urban fire.
2. Many of Paramount's structures are quite old, therefore not incorporating contemporary fire standards.
3. The residential neighborhoods are increasing in density, therefore increasing the probability of a major fire and the consequences if one does occur.
4. Reduced public revenues make the provision of public services even more difficult than in the past.

##### Opportunities

1. Paramount is experiencing redevelopment in many areas of the City, thus replacing unsafe buildings, providing for safer buildings and reducing the likelihood of a fire spreading.
2. Current technology has produced fire retardant building materials which can be used in new development.
3. Maximum service flexibility at minimum cost is provided by contracting for services.

#### GOALS AND OBJECTIVES

1. Protect life and property from fire damage.
2. Reduce adverse economic, environmental, and social impacts of fires.





3. Provide fire protection services at the lowest cost commensurate with adequate protection.

#### POLICIES AND PROGRAMS

1. Continue code enforcement efforts to reduce fire hazards associated with older buildings.
2. Require contemporary fire protection for multi-story structures and high-hazard industrial facilities.
3. Require all new development and selected existing development to comply with established fire safety standards.
4. Require new development to install sprinkler systems and smoke detectors, as appropriate.
5. Encourage improved fire insurance programs.
6. Monitor, review and improve, as needed, the City's emergency response capabilities.

#### b. Police Service

##### BACKGROUND

Police services to the City of Paramount are provided by the County of Los Angeles Sheriff's Department. The station serving Paramount is located at 5130 North Clark Avenue, in Lakewood. Current staffing at this station is approximately 250 sworn officers, along with the necessary support staff. Officers from the Lakewood station serve other cities besides Paramount, including Lakewood, Bellflower, Artesia, Hawaiian Gardens, and Cerritos.

Since Paramount does not have its own City Police Station it must contract out for services. Using this "dedicated service" process, the City contracts out for manhours rather than for officers. Currently, Paramount receives 60,000 manhours per year of field law enforcement. The City has indicated that this is an adequate level of police service and that this level is relatively high compared to other cities in the area.

##### CONSTRAINTS AND OPPORTUNITIES

##### Constraints

1. There is currently no police or sheriff's station within the city limits.



2. Some areas are deteriorating and present the potential for high crime rates.

#### Opportunities

1. Contracting for police service allows flexibility with little capital expenditure for facilities and equipment.
2. In case of a large scale emergency, adjacent County stations can be called in efficiently.
3. Paramount is currently receiving an adequate level of police service.

#### GOALS AND OBJECTIVES

1. Provide an atmosphere of security and safety for residents and businesses in Paramount.
2. Maintain good relations between all citizens and police.
3. Suppress crime rates to the lowest feasible level with reasonable resource expenditures.

#### POLICIES AND PROGRAMS

1. Provide improved lighting in existing or potential crime problem areas.
2. Encourage "neighborhood watch" programs in conjunction with neighborhood improvement associations to encourage cooperation between citizens and police.
3. Cooperate with police and probation departments in rehabilitation of Paramount residents involved in crimes through employment assistance, counseling and related programs.
4. Involve youths in neighborhood improvement programs and city government to provide leisure-time activities and encourage a sense of involvement in the neighborhood and community.
5. Incorporate defensible space design principles in commercial and multiple family projects.



#### 4. Noise Component

Noise is an important side effect of most modern transportation systems. An unshielded freeway may create a zone of serious noise impact half a mile or more wide. Motorcycles may disrupt any residential neighborhood at any hour of the day. High traffic volumes, even on arterial streets designed to handle them, create an unpleasant residential environment. The combined impact of various noise sources, particularly in a quiet urban area, may make the normal "background" noise level a nuisance. This background level has historically been increasing. If levels become high enough, they will cause physiological changes or even health deterioration with prolonged exposure. The effects of lower levels of continuous exposure are more difficult to determine, but evidence is accumulating to indicate psychological and sociological changes do occur with noise levels common to many urban and even suburban areas.

The City of Paramount is notably removed from some of the worst sources of noise typically plaguing suburban communities. There is no airport noise. Freeways are removed from the City (there will be a noise problem with the Century Freeway when it is built).

Rail lines and industrial uses are the most significant sources of noise problems from a residential standpoint. Frequency of rail line is expected to decline, however.

In terms of the typical arterial highway noise source, Paramount has relatively low levels of congestion, but a relatively high proportion of truck traffic. The result is less overall traffic noise but higher levels of truck generated noise in certain areas.

#### CONSTRAINTS AND OPPORTUNITIES

##### Constraints

1. The future Century Freeway and some arterial will create considerable noise impact.
2. Since Paramount is nearly 100% developed, only redevelopment can create land use patterns more sensitive to noise impacts.
3. The City has little control over rail operations.
4. Some major industrial/residential land use conflicts cannot be changed.





### Opportunities

1. A number of precedents exist for effective ordinances that will be enforceable.
2. The State Division of Highways will pay much greater attention to noise impact in design of the Century freeway.
3. Truck route revisions can reduce that source of noise impact on most residential neighborhoods.
4. The completion of the Century Freeway will provide further separation of the industrial traffic from the local traffic.
5. Clearer separation of industrial, commercial and residential areas of the plan will mitigate noise conflicts.

### GOALS AND OBJECTIVES

1. Reduce transportation noise to a level that does not jeopardize health and welfare.
2. Minimize noise levels of future transportation facilities.
3. Establish compatible land uses adjacent to transportation facilities.
4. Achieve acceptable noise mitigation where noise generating and noise sensitive uses must remain in proximity to each other.
5. Protect areas that are presently quiet from future noise impact as much as possible.

### POLICIES AND PROGRAMS

1. The City will establish and implement a noise abatement plan to reduce noise in residential areas to acceptable levels.
2. The City will insure that residential areas are properly shielded from noise emanating from the Century freeway.
3. The City will require manufacturers locating in Paramount to mitigate noise problems their operations impose on residential areas.
4. The City will aid in the enforcement of federal and state standards for noise-producing equipment including cars, motorcycles, trucks, etc.



5. The City will plan for and encourage the use of circulation systems which do not produce high noise levels, including bikeway and pedestrian systems.
6. The City will modify its truck routes to decrease the amount of industrial traffic in residential zones.
7. The Community Development Management Plan and related specific plans will separate residential areas from noise sources to the maximum degree possible.

## B. RESOURCES ELEMENT

### 1. Open Space/Conservation Component

#### BACKGROUND

The Open Space and Conservation Components of the General Plan identify natural and man-made resources of the City and suggests strategies for their preservation and proper utilization.

Natural resources include mineral resources, areas of historic or archaeological value, scenic areas, prime agricultural lands, water courses, aquifer recharge areas, and areas of unique wildlife or vegetation. All natural resources existing in the Paramount area have been considerably altered by man, and principal objectives of resource policy are to decrease impact of urban activities on air and water resources of the Los Angeles basin. Strategies toward this end are included in discussion of other General Plan elements and include providing transportation alternatives to the automobile, encouragement of the use of reclaimed water, separation and recycling of solid waste, monitoring of industrial pollution and review of development plans by the Air Pollution Control District and the Health Department.

Remaining open space in the City is an important resource to be conserved and problems, opportunities and open space conservation strategies are outlined below. Owing to the very structured configuration of open space areas that are or may become available, these areas are shown on the General Plan maps as "Urban Space". These areas have open space value even though their character is not at all natural.

Paramount does not contain any designated scenic highways nor any potential scenic highways. However this Plan designates two urban corridors and related intersecting routes as aesthetically enhanced areas and requires special design and development standards for these corridors. These aesthetically enhanced corridors are basically along two major north-south arterials, Paramount Boulevard and Downey Avenue. Paramount



Boulevard runs through the middle of the city and is the main commercial corridor. Downey Avenue is basically a large residential collector.

#### CONSTRAINTS AND OPPORTUNITIES

##### Constraints

1. Much of the remaining open space in the City is located in industrial areas not well suited to enhance residential development.
2. Acquisition of open space in developed areas is expensive.
3. Paramount is largely developed and none of the land remains in its natural state. Preservation of large natural land areas is thus no longer an option.
4. Considerable redevelopment will have to occur in order for visual improvement to occur on a significant scale.

##### OPPORTUNITIES

1. Power line and some rail rights-of-way provide an opportunity for a continuous open space system if agreements can be made with utilities for joint use.
2. An opportunity exists to use tax increment financing from redevelopment for open space acquisition in upgraded residential areas.
3. Conversion of some large industrial areas to residential uses offers an opportunity for some integrated open space acquisition.
4. The City has a competent set of design guidelines for the Central Business District which can be applied or adapted elsewhere.

#### GOALS AND OBJECTIVES

1. Distribute open space throughout the City to the extent that opportunities exist.
2. Make effective use of the open space that is available.
3. Improve the visual appearance of designed aesthetic enhancement corridors.

#### POLICIES AND PROGRAMS

1. Provide usable open space in individual residential developments through suitable zoning provisions.





2. Maintain utility rights-of-way in open space uses that do not conflict with utility needs but provide an attractive open space for the community, such as parks, tree farms, nurseries, trails, etc.
  3. Require any large new residential developments to provide an on-site open space network (including pedestrian and bicycle routes) relating to all housing units through planned development zones and the design review process.
  4. Require clean-up and maintenance of vacant parcels before development to avoid visual blight.
  5. Pursue a landscape program to improve the westerly edge of the City along the Los Angeles River.
  6. Require special design and landscaping treatment along designated visual enhancement corridors.
2. Parks and Recreation Component

#### BACKGROUND

Paramount's existing park facilities are relatively limited but are more numerous and are not well distributed to serve the present population than was true 10 years ago. The City has taken very positive steps to develop parks since incorporation, when Paramount Park was the only park in the City area.

A park standard of 4 acres per 1000 population has been established by the National Recreation and Parks Association, but these standards are general and cannot be applied to Paramount directly. The State law currently limits any mandatory requirement for park land under the Quimby Act to 3 acres per thousand. The present ratio is 1 acre per thousand in city park land and another acre per thousand in joint use of school sites. Recreation needs depend on income of residents, open space available on private parcels, regional recreation resources, etc.

Particularly as the City aspires to an expanded quality housing environment, the City will need to continue its record of park and recreation accomplishments, as well as to maintain its existing facilities in good repair.

#### CONSTRAINTS AND OPPORTUNITIES

##### Constraints

1. Overall quantity of local recreation areas is still deficient in comparison to other communities competing for quality residential development.



2. Distribution of recreation areas leaves some neighborhoods unserved.
3. Vacant parcels in areas appropriate for park development are not presently available.
4. Increased residential development will increase the need for public and private recreation areas.
5. Major regional recreation facilities are relatively remote, with the exception of equestrian facilities.
6. The fiscal conditions which generally prevail within local governments make park acquisition, development and maintenance very difficult.
7. Linkages between park facilities and residential neighborhoods are not complete.
8. School district property, while generally available for City use, is not typically well maintained, thus discouraging use.
9. No system now exists to capitalize on existing regional trails along the river.
10. While linear facilities having recreation and aesthetic potential (Los Angeles River, power line easements and the Pacific Electric Rail Line) exist, they are unattractive and present physical, legal and institutional obstacles to their use.
11. Many of the facilities and grounds in existing park sites have been heavily used and are in need of aggressive maintenance or even rehabilitation attention.
12. The City does not require dedication of park land or in lieu fees therefore in connection with new development, thus limiting park expansion and operational funds.

#### Opportunities

1. Schools are well distributed in residential areas and agreements are well established with school officials for joint use.
2. Power and flood control rights-of-way provide recreation resources and, with appropriate agreements, may add significant environmental and recreation resources to the City.



3. Private commercial recreation facilities, provide some excellent recreation resources.
4. The City is currently preparing a five year park capital improvement program which could readily be expanded into an ongoing park enhancement program.
5. A regional bikeway/pedestrian trail and a regional equestrian trail run the entire length of the City along its western edge.
6. The City has demonstrated its ability to achieve quality park development (e.g., Spane Park), has a deficiency in developed parkland and, if accompanied by establishment of a reasonable park dedication ordinance, should remain in strong contention for recreation related grant funds.
7. There are several opportunities for creative and relatively inexpensive linkage of park sites to each other, to schools and to residential neighborhoods.
8. Numerous cultural facilities are now in use and others may be feasible.

#### GOALS AND OBJECTIVES

1. Provide a well-distributed system of parks serving the needs of all the City's residents.
2. Maintain a recreation program responsive to the interests and needs of the residents and employees in Paramount.

#### POLICIES

1. Existing park and recreation facilities will be maintained in good condition to protect the public's investment and facilitate uses.
2. Existing agreements for joint school use will be maintained.
3. Parks, schools and residential neighborhoods shall be connected wherever feasible.
4. Connections to regional trails and use of power line/rail line easements for recreation purposes will be sought.
5. Dedication of park land or in lieu fees therefore shall be required of all residential development.





6. Partial credit for private recreation facilities shall be granted in those developments where such facilities are provided.
7. The City may, under mutually agreed upon circumstances, place improvements upon or maintain school district property which is subject to joint use.
8. The City will use its maximum influence to assure school district maintenance of play areas and landscaping on school sites within the City.
9. Cultural arts and cultural facilities will be encouraged.

#### PROGRAMS

1. Establish and maintain a five year park enhancement plan for ongoing budgeting of funds for park and recreation facility capital improvements, operations and maintenance.
2. Prepare and adopt a Quimby Act (Park dedication/fee) ordinance, including liberal provisions for private recreation facility credit.
3. Negotiate agreements with the Southern California Edison Company, the Los Angeles Department of Water and Power, the Pacific Electric Railway Company and the Los Angeles County Flood Control District for the establishment of recreation trails, linkages, uses and appropriate landscaping within their respective rights-of-way.
4. Seek establishment of bikeway and pedestrian trail linkage:
  - a. Between Spane Park, Steam Engine Park and the Richfield, Exeter, Petrol neighborhood;
  - b. Between Paramount Park, Paramount High School and Clearwater Intermediate School;
  - c. Between the Paramount Place and Downey/Compton Specific Plan areas and the County Regional Trails.
5. Negotiate a working agreement with the school district for acceptable levels of maintenance of school sites.
6. Initiate a cultural arts and facilities program to enhance the city image and resident satisfaction.
7. Prepare an inventory of private community and environmental organizations who could contribute effort or resources to improving the City's recreational facilities and general visual appearance.



#### IV. IMPLEMENTATION ELEMENT

Implementation of the general plan is expected by law and is essential to avoid arbitrary and capricious development decisions. Its effectiveness is in its being seen, read, understood, used, and respected. A variety of implementing "tools" are available. This Element outlines the most important of these tools and identifies their usefulness.

##### BACKGROUND

##### Zoning

Zoning is the most commonly used legal means for implementing the General Plan. Zoning regulations divide the City into various types of use districts (residential, commercial, etc.) and commonly regulate:

- the height and bulk of buildings and other structures;
- the area of a lot which may be occupied and the size of required open space;
- the density or intensity of use;
- the use of buildings and land for trade, industry, residence, and other purposes.

Special design criteria, parking standards, noise controls, and sign regulations are included within the zoning ordinance. Special zoning devices allowing customized regulations are exemplified by Paramount's Planned Development-Performance District (PD-PS) District.

##### Subdivision Regulations

Subdivision regulations serve a variety of purposes, but foremost is the ability to assure that provisions are made for major elements of the general plan, such as rights-of-way for major streets, open space, parks, school sites, and major water and sewer lines.

Such regulations are also important as a means of insuring that:

- o New residential developments will have a safe water supply, sewage disposal system, and proper drainage system;
- o Safe design and proper construction of new streets, utilities and drainage systems are accomplished; and
- o Water systems are of adequate size and pressure for fire fighting.

##### Redevelopment

Redevelopment programs provide a means of upgrading deteriorating areas designated in a redevelopment plan. The major purpose of redevelopment is to improve the potential quality of life by providing better housing, commer-



cial, employment and public facilities. Redevelopment may involve rehabilitation, addition of new improvements and, in seriously deteriorated situations, the replacement of a use or facility.

Redevelopment can be implemented in a variety of ways. These include private, public and combined private/public actions. Private redevelopment is always taking place. There are some times, however, when the costs are too much for the private market to bear and it is necessary to obtain public assistance.

The major redevelopment program on the state level is legislative provision for tax increment financing, rather than direct aid. Tax increment financing may be used for land assembly, site improvements, public facilities, and direct assistance to property owners or renters. Under tax increment financing legislation, a Redevelopment Agency may sell bonds to finance improvements. Repayment of bonds is accomplished by receipt of property tax on the difference between land and improvements assessments before and after the start of the redevelopment program. Once bonds are repaid, the tax on this portion of assessed value goes to other taxing agencies.

The primary function of redevelopment is to solve City problems that require special effort by providing funds for projects which could not normally occur. Such projects may include improvement of existing housing, improvements of public facilities and services, provision of open space, or clearance and resale of land in areas not able to be rehabilitated.

In Paramount, special state legislation allows expenditure of redevelopment project area funds outside the project area boundaries. This is not a normal City capability.

#### Capital Improvements Programming

Capital improvements programming allows a City to schedule its public physical improvements over a certain period of time, with consideration for priorities and the financial capabilities of the City. In so doing, a capital improvements program provides leverage for desired private development. Such programming is typically based on a functional master plan (water, sanitary sewers, drainage, etc.) calibrated to development levels and patterns in the General Plan.

Capital improvements include major non-recurring expenditures or any expenditure for physical facilities of government, such as costs for acquisition of land or interests in land; construction of buildings or other structures, including additions or major alterations; construction of highways or utility lines; fixed equipment; landscaping and similar expenditures.

Usually a capital improvements program, with its schedule of projects and their estimated costs, is developed for a five year period and is updated annually.





## Specific Plans

Many policy and regulatory tools are used by local governments to guide their community development. One of the most versatile is the Specific Plan.

The authority for preparation of a Specific Plan is found in the California Government Code Section 65450 et. seq. The law allows the planning agency to prepare specific plans based on the general plan "as may be required for the systematic executive of the general plan and further allows for their adoption by the City Council".

Specific plans provide certain advantages over other land use planning tools, such as the Zoning Ordinance:

- o Clearer rules for how an area will develop;
- o built-in flexibility beyond that allowed by a zoning ordinance, design review or planned unit development regulations;
- o more precise linkage between density and public facility requirements;
- o ability to make choices which respond to changing conditions without need for a specific plan or general plan amendment; and
- o the ability to tailor regulations to a given area without changing city-wide ordinances.

Moreover, the specific plan may be either a policy document which focuses on a localized area and is adopted by resolution or a regulatory document which is adopted in ordinance form and actually replaces zoning. In this General Plan extensive use is made of the policy type specific plan. Nine such plans are defined and will, in effect, represent General Plan policies in the areas to which they apply. They are contained in Appendix "A" of this plan.

## CONSTRAINTS AND OPPORTUNITIES

### Constraints

1. The status of local government receipts from the Federal Government through the Community Development Block Grant Program is declining and, along with other governmental funding, will continue to decrease.
2. Local government is limited in its ability to generate revenue in the Los Angeles area because of the high property tax rates of many other agencies and limited additional revenue sources, as well as and Proposition 13 related fiscal limitations.
3. Paramount does not now get its "fair share" of sales tax receipts from a number of types of commercial development, though that is beginning to change.



4. Property tax receipts do not in general increase as fast as personal incomes, while costs of local government in the expanding services sector of the economy tend to increase faster than incomes.
5. Many of the urban systems in Paramount were installed many years ago and will need both maintenance and replacement of some components in the near future.

#### Opportunities

1. Contracting for many City services allows choice in source of services and allows economies of large-scale operation to the City.
2. Redevelopment through tax increment financing is available to provide public services for new development and renew deteriorating areas.
3. The City has special authorization to spend tax increment funds outside a redevelopment project area.
4. The City can and does utilize resources of major special districts including flood control, sanitation, etc., if appropriate information is provided and priorities are established.
5. The City is gaining valuable experience with performance standard zoning and specific plans.

#### GOALS AND OBJECTIVES

1. Implement the General Plan in a timely and coordinated manner.
2. Minimize expense of improvements to the City through outside revenue sources when possible.
3. Achieve quality development through use of creative and contemporary implementation tools.

#### POLICIES AND PROGRAMS

1. To utilize redevelopment, with tax increment financing, to provide financial resources for upgrading problem areas and providing necessary public improvements to encourage private redevelopment.
2. To establish and maintain both policy and regulatory specific plans, as appropriate.
3. To revise the zoning ordinance as necessary to provide contemporary development guidance based on the General Plan.
4. To develop and maintain a comprehensive set of functional master plans as the basis for development service and capital improvement programming.



5. To monitor development activity and actual growth in order to determine the need to influence SCAG growth forecasts and update the General Plan and related EIR.
6. To review and update the General Plan approximately every five years or whenever significant changes in growth rates or patterns emerge.





## V. APPENDICES

This Appendix contains the following policy level specific plans to supplement general policy guidance contained in the General Plan. They may be amended in the manner by which they were originally adopted.

1. Atlantic Place Specific Plan
2. Central Business District Specific Plan
3. Central Industrial District Specific Plan
4. Clearwater East Specific Plan
5. Clearwater West Specific Plan
6. Downey/Compton Specific Plan
7. North Paramount Boulevard Specific Plan
8. Paramount Place Specific Plan
9. Special Housing Opportunities Specific Plan



CITY OF PARAMOUNT GENERAL PLAN  
ATLANTIC PLACE SPECIFIC PLAN

I. SCOPE

The Atlantic Place Specific Plan involves the implementation of objectives specific to this unique area of Paramount. It implements the land use, economic development and resource elements of the General Plan. This Plan concentrates on an area of approximately 34 acres located in the southwest corner of Paramount. This area is bounded by the City of Compton, Unincorporated Los Angeles County territory and the City of Long Beach. Immediate access to the Long Beach Freeway is provided via Alondra Boulevard.

II. ISSUES

A. Land Use

Issue: What are the optimum uses and how can they be achieved?

Currently in the Atlantic Place area there is a mixture of industrial, commercial, and high and low density residential land uses. Some of these land uses conflict with each other and a resolution of this conflict must be found. Land uses should be chosen which will complement each other and provide an economically efficient development pattern. Small enclaves of conflicting uses should be eliminated.

B. Street Configuration

Issue: How can the present street configuration be changed to provide a more efficient circulation system?

The street configuration in Atlantic Place presently does not provide a very efficient circulation system. The configuration of Atlantic Place itself and the redesign of a frontage road on the south side of Alondra have recently improved industrial access. There is a mix of industrial and residential traffic using Hunsaker Avenue. Hunsaker Avenue south of Alondra consumes a great amount of right-of-way but is no longer realistically a part of a once envisioned important north/south route consisting of Hunsaker and Orange Avenues. Some of this right-of-way could be used more effectively for development purposes, depending on the pattern of uses established along its route.

The determination of desired uses will provide guidance as to how future circulation changes should be accomplished.



### C. Annexation

Issue: How much of the adjacent unincorporated territory should be annexed and to what use should the available developable parcels be put?

Most of the adjacent unincorporated territory is consumed by freeway, arterial highway or flood control district property, including the Los Angeles River main channel. Several small parcels are feasible for development and should be pursued either for specialized commercial or industrial uses.

## III. OPPORTUNITIES AND CONSTRAINTS

### A. Opportunities

1. The first phase of a quality industrial park development has occurred on the parcel north of Alondra (Paramount Business Park) which sets an excellent standard for the area and the City.
2. Convenient access to the Long Beach and Artesia Freeways is provided via Alondra Boulevard and Atlantic Avenue.
3. There are existing biking and equestrian trails along the east side of the Los Angeles River bordering Atlantic Place.
4. The property north of Alondra Boulevard is located in a Redevelopment project area.
5. Considerable discussion with area property owners and residents has taken place over the last two years, leading to some consensus on the preferred industrial direction of use changes and resulting in initial zone changes to carry out that direction.
6. The City is anticipating annexing the unincorporated County territory west of Atlantic Place, thus expanding development opportunities in this area.

### B. Constraints

1. Existing industrial and residential land uses conflict.
2. There is currently industrial traffic within residential areas.
3. This area is bordered by three separate governmental jurisdictions which makes it difficult to coordinate planning programs.





4. The land parcels vary considerably in size, with many also having an odd shape.
5. The somewhat isolated parcel at the northeast corner of Alondra Boulevard and Hunsaker Avenue is difficult to develop because of proximity to the high school.
6. The annexable developable parcels are somewhat isolated and not contiguous to the City's existing development.

#### IV. OBJECTIVES

- A. Mitigation of conflicting land uses within the area.
- B. Transition to a marketable and more efficient industrial district.
- C. More efficient and effective circulation corridors.
- D. Effective use of the adjacent regional bike and equestrian trails to the City's benefit.
- E. Cost-effective annexation of available developable unincorporated territory.

#### V. THE PLAN

The Plan is designed to carry out the above objectives and work within the existing opportunities and constraints.

All territory west of Atlantic Place and south of Alondra Boulevard is designated for heavy industrial use. The area east of Atlantic Place is shown in a light industrial category. The concept basically involves using Hunsaker Avenue as a light industrial collector. This would benefit from a reduction in the Hunsaker Avenue right-of-way in order to add usable land to smaller parcels.

It is also essential to provide incentives to property owners/developers for consolidation of parcels. This will allow rehabilitation and redevelopment to occur with greater site efficiency and still achieve the desired improvement in visual quality. Incentives to be considered include: reduced or forgiven processing fees; City funding or construction of public improvements; legal or financial assistance in lot consolidation or cooperative planning among adjacent property owners; intensification of use; increase in residential density; relaxation of parking requirements where adequacy of a reduced number of spaces can be documented; and processing assistance for required land use approvals.



The vacant parcel at the northeast corner of Hunsaker Avenue and Alondra Boulevard is an acceptable location for office commercial and is so designated. The type of office use established should be compatible with Dominguez High School.

The parcel north of Alondra Boulevard which presently contains the Paramount Business Park should continue with similar development. This site is very well located for light industrial/business park development and sets an excellent example for quality development.

Due to the prescribed industrial use along Atlantic Place, this street north of 72nd Street will provide primarily truck service to provide access to Alondra Boulevard but is not designated exclusively as a truck route.

The area along the west edge of the Atlantic Place Specific Plan is shown as a continuation of the desired special landscape treatment along the east berm of the Los Angeles River channel to provide a positive visual "edge" of the City and enhance the trail system. It should be noted that bikeway and pedestrian trail access may be as much of an asset to employment centers as it is to residential districts.

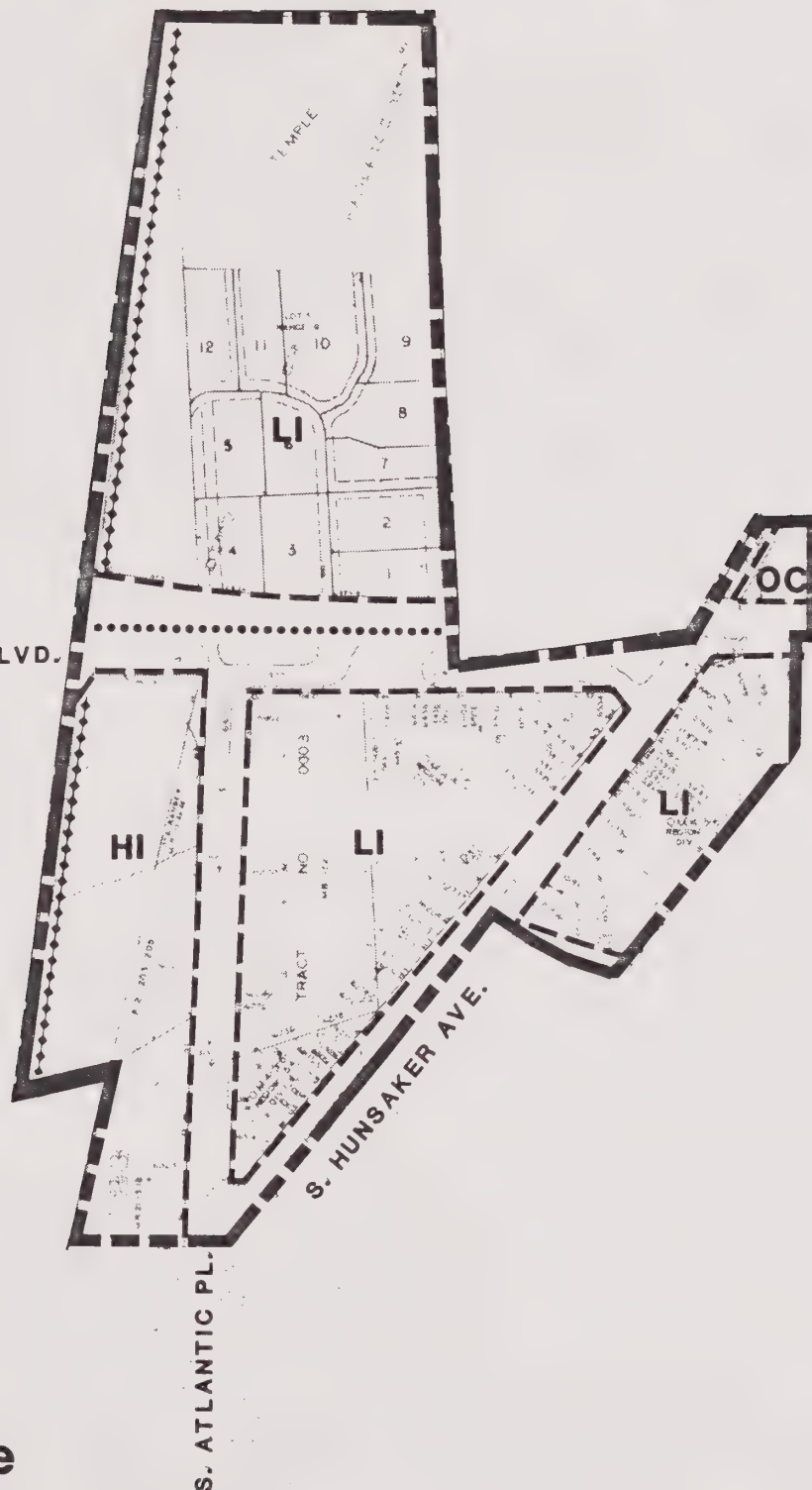
## VI. POLICIES

The following policies are intended to carry out the Plan.

- A. Business Park uses may be substituted for light industrial in the project area if the demand is demonstrated.
- B. Industrial traffic will continue to be discouraged from adjacent residential areas.
- C. The City will consider reducing the Hunsaker Avenue right-of-way south of Alondra Boulevard in order to expand development potential and serve as an incentive to lot consolidation.
- D. Incentives for lot consolidation or integrated planning will be negotiated on a case by case basis.
- E. Planned Development with Performance Standard (PD-PS) zoning will be used to regulate land use and development standards in this area.



E. ALONDRA BLVD.



## Atlantic Place Specific Plan

### LAND USES

HI	HEAVY INDUSTRIAL
LI	LIGHT INDUSTRIAL
BP	BUSINESS PARK
QC	GENERAL COMMERCIAL
SC	SPECIALIZED COMMERCIAL
LC	LOCAL COMMERCIAL

OC	OFFICE COMMERCIAL
HD	HIGH DENSITY RESIDENTIAL
MD	MEDIUM DENSITY RESIDENTIAL
LD	LOW DENSITY RESIDENTIAL
PQ	PUBLIC/QUASI-PUBLIC
US	URBAN SPACE

### CIRCULATION

EXISTING	PROPOSED	
=====	-----	PUBLIC STREET
=====	-----	PRIVATE STREET
=====	-----	RAIL LINE
=====	-----	TRUCK ROUTE
=====	-----	AESTHETIC ENHANCEMENT

### BOUNDARIES

SUBAREAS
=====
=====
=====

SPECIFIC PLAN  
LAND USE  
SELECTED OWNERSHIP PARCELS

# City of Paramount, California





**CITY OF PARAMOUNT GENERAL PLAN  
CENTRAL BUSINESS DISTRICT (CBD) SPECIFIC PLAN**

**I. SCOPE**

The Central Business District Specific Plan involves the implementation of specific objectives for the proposed Central Business District. This Plan district is approximately 130 acres in size and is located adjacent to two other specific plan areas (Central Industrial District to the west and Clearwater East to the north). It implements three General Plan elements predominantly: Land Use, Economic Development and Transportation.

**II. ISSUES**

**A. Condition of Uses**

**Issue:** How can the overall quality of development be improved?

Over the past number of years, development in the Central Business District has been in varying degrees of decline. An aggressive City redevelopment program is now reversing that pattern. There is a new commercial center being constructed north of City Hall by a joint effort of Farmers Insurance, Paramount Associates and the Paramount Redevelopment Agency. This project is being developed using the City's design guidelines to provide an attractive center. It will take a large step toward filling the market vacuum identified in 1981 as the City's unfulfilled potential.

This Specific Plan also contains the City's emerging Civic Center, focused on the City Hall, Library, Hospital and Senior Citizen Housing Project. All of these uses are relatively new and serve as positive contributions to the vitality of the CBD.

The remaining structures that are in poor condition are scattered throughout the district and need attention in order to continue the positive trend already established.

The new CBD is rapidly becoming a major demonstration of the City's new, positive image.

**B. Parking**

**Issue:** How can adequate parking be provided so as not to disrupt the circulation capacities of Paramount and Alondra Boulevards?



Paramount and Alondra Boulevards presently provide some of the customer parking for the business along these streets. This street parking disrupts the circulation patterns of the area and thereby limits the number of customers for these businesses. On-site parking or municipal lots will be needed as new development occurs.

### C. Appearance

**Issue:** How can the overall appearance of the area be improved in a reasonable manner to provide the City with an attractive area without overburdening the land owners?

The present appearance of the Central Business District has no overall design and contains many poorly maintained structures. There are, however, architectural design standards for this area which were adopted by the Planning Commission on February 9, 1984. This action will provide guidance for future development and redevelopment for the district. The first increment of the town center now under construction will illustrate how this issue can be positively resolved.

### D. Redevelopment

**Issue:** In what ways can the Paramount Redevelopment Agency implement the objective of the City and its residents in establishment a major new commercial center?

The majority of the Central Business District is within Paramount Redevelopment Project Area G, with a few areas in Project Area A. The only portions that are not within a redevelopment area are the parcels along Alondra Boulevard east of Paramount and the parcels along the east side of Paramount Boulevard north of Compton Boulevard.

The Redevelopment Agency has unique powers which are being utilized to implement the policies of this plan. The Agency has already assisted development in the Town Center project. Further assistance in this area is essential to the implementation of this plan.

## III. OPPORTUNITIES AND CONSTRAINTS

### A. Opportunities

1. there is a strong, unfulfilled market for commercial services of higher quality.



2. The Central Business District is adjacent to two specific plan areas, thus allowing resolution of some issues over a larger area than just the CBD and providing an opportunity to establish effective transitions to uses surrounding the Central Business District.
3. Architectural design guidelines have been established for the area and are now being implemented.
4. The majority of the district is within a redevelopment project area.
5. The Redevelopment Agency has ongoing projects in the district.
6. This district is receiving special focused attention by the City and its consultants.
7. There is still a strong market potential to which the CBD is responding, as evidenced by the confidence of leasees in the emerging town center and other developments in the area.
8. Truck route modifications should enhance the importance of Paramount Boulevard as a quality commercial district.
9. The Civic Center uses will enhance the CBD potential.
10. Recent water, sewer line and drainage improvements have exanded the district's development potential.

#### B. Constraints

1. The lack of on-site parking facilities presently inhibits customer access.
2. A large number of shallow lots make effective site development difficult.
3. A large number of non-conforming land uses still exist.
4. Depending upon market potential it may be more difficult than in the past to attract uses which generate revenue commensurate with City expenditure requirements.

#### IV. OBJECTIVES

- A. The elimination of environmental deficiencies including inadequate street facilities, inadequate utility systems and inadequate public services.





- B. The development of more efficient and effective circulation corridors which minimize hazardous vehicular, pedestrian and bicycle conflicts, designed to accommodate their ultimate circulation capacities at service level C.
- C. Aesthetic enhancement to eliminate all forms of blight, including but not limited to visual blight.
- D. Improvement in the commercial image of Paramount and promotion of a commercial district that will absorb its share of the region's market potential.
- E. Elimination of conflicting land uses.

#### V. THE PLAN

The Plan is designed to carry out the above objectives and work within the existing opportunities and constraints.

The basic plan for the Central Business District was established prior to the General Plan update and preparation of the Specific Plans which are now an integral part of the General Plan. It was expanded slightly in the process of the General Plan update.

The specified pattern of uses is intended to guide major development in the town center, civic center and lumber yard areas; guide re-use in the Paramount Boulevard/Compton Boulevard and Alondra Boulevard (east of Downey Avenue) areas; and guide rehabilitation and smaller scale redevelopment, as appropriate, throughout the remainder of the district.

The adopted design guidelines are hereby incorporated by reference as an appendix to this Specific Plan.

It may also be essential in some cases to provide incentives to property owners/developers for consolidation of parcels. This will allow rehabilitation and redevelopment to occur with greater site efficiency and still achieve the desired improvement in visual quality. Incentives to be considered include: reduced or forgiven processing fees; City funding or construction of public improvements; legal or financial assistance in lot consolidation or cooperative planning among adjacent property owners; intensification of use; increase in residential density; relaxation of parking requirements where adequacy of a reduced number of spaces can be documented; and processing assistance for required land use approvals.

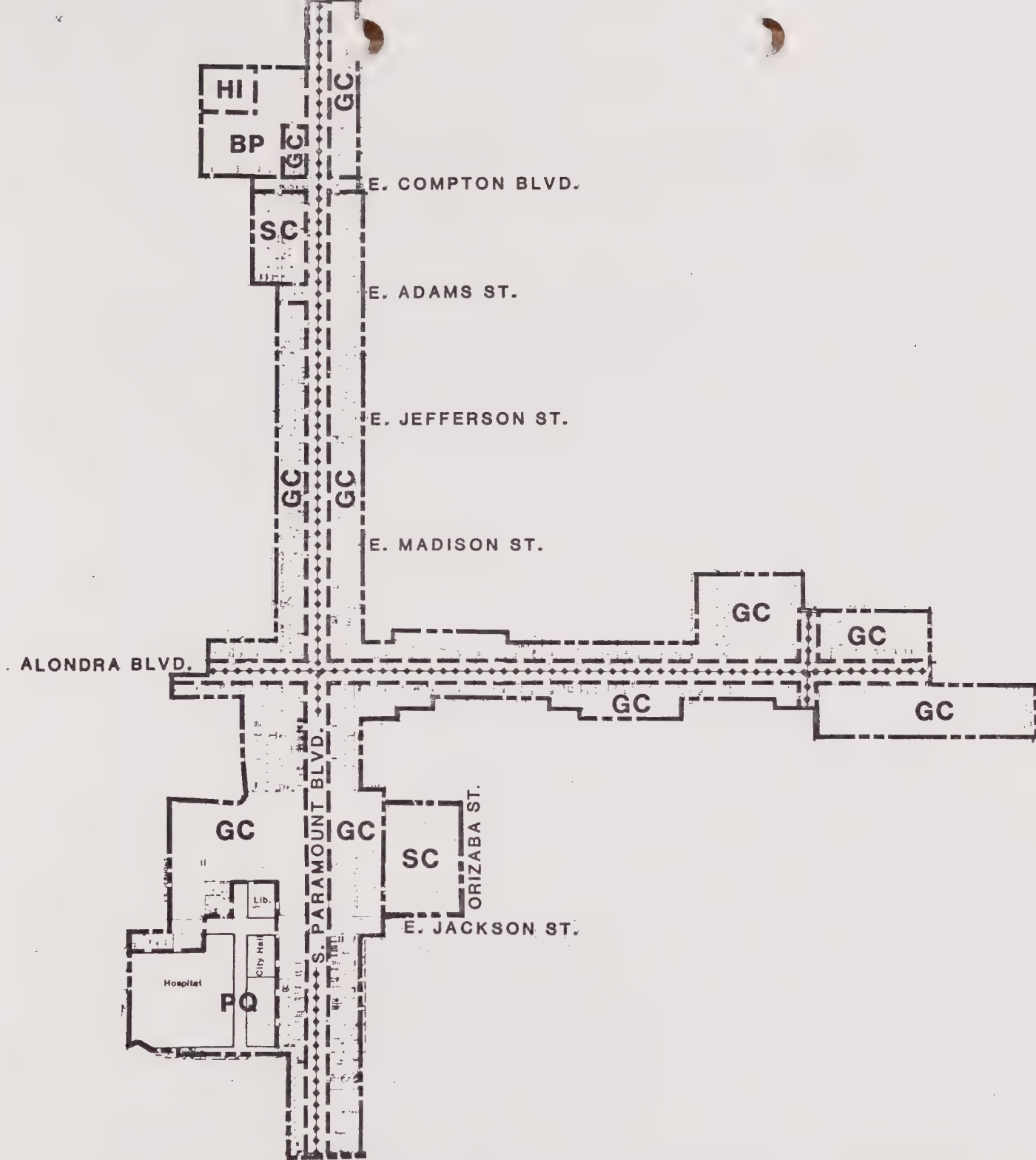


## VI. POLICIES

The following policies are intended to carry out the Plan.

- A. All new development shall adhere to the Central Business District architectural guidelines.
- B. Land uses shall be limited to commercial or office uses, except as otherwise indicated on the Specific Plan Map.
- C. The City or the Redevelopment Agency will share in property acquisition and/or development costs of improvements where it is cost effective.
- D. Lot consolidation incentives will be made available on a case by case basis if required to facilitate lot consolidation or integrated planning of adjacent parcels.
- E. Planned Development - Performance Standards (PD-PS) zoning or regulatory (Ordinance level) Specific Plans may be used as appropriate to further implement this plan.





## Central Business District Specific Plan

### LAND USES

HI	HEAVY INDUSTRIAL
LI	LIGHT INDUSTRIAL
BP	BUSINESS PARK
GC	GENERAL COMMERCIAL
SC	SPECIALIZED COMMERCIAL
LC	LOCAL COMMERCIAL

OC	OFFICE COMMERCIAL
HD	HIGH DENSITY RESIDENTIAL
MD	MEDIUM DENSITY RESIDENTIAL
LD	LOW DENSITY RESIDENTIAL
PQ	PUBLIC/QUASI-PUBLIC
US	URBAN SPACE

### CIRCULATION

EXISTING	PROPOSED	
		PUBLIC STREET
		PRIVATE STREET
		RAIL LINE
		TRUCK ROUTE
		AESTHETIC ENHANCEMENT

### BOUNDARIES

SUBAREAS	
	FIXED
	VARIABLE

	SPECIFIC PLAN
	LAND USE
	SELECTED OWNERSHIP PARCELS

# City of Paramount, California





CITY OF PARAMOUNT GENERAL PLAN  
CENTRAL INDUSTRIAL DISTRICT SPECIFIC PLAN

I. SCOPE

This 235+ acre Specific Plan area is bounded by Garfield Avenue on the west, Compton Avenue on the north, the Central Business District along Paramount Boulevard and the Vermont Avenue special housing opportunity area on the east and 70th Street (south city limits) on the south. In addition to the Central Business District Specific Plan, the CID is adjacent to both the Clearwater East and Clearwater West Specific Plans. It implements the land use, circulation and economic development elements of the General Plan.

II. ISSUES

A. Pattern of Uses

Issue: What is the most productive pattern of use?

The present development in the Central Industrial District is characterized by a mix of uses, including residential, commercial, light and heavy industrial uses. This present pattern of uses is creating conflicts both within the district and with neighboring land uses. Many of the industrial uses are relatively permanent; others may soon phase out.

Aspects of the land use issue include:

1. What overall pattern of uses would make the most sense?
2. What sort of flexibility in use is possible in order to capitalize on market opportunities?
3. How can the transition of use be most effectively achieved when existing uses phase out?

B. Parcel Size

Issue: How can more efficient use of small and irregular parcels be achieved?

There is not only a very wide range in diversity of uses, but also in parcel sizes. Parcels range from less than 5,000 square feet to several acres in size. Moreover, typical parcel sizes vary substantially on almost a block by block basis throughout the planning area. In addition, a number of parcels are long and narrow, making their efficient use very difficult.



Aspects of this issue include:

1. What minimum parcel sizes are appropriate in various portions of the Specific Plan?
2. What incentives or assistance can be provided to stimulate either consolidation of parcels or integration of their planning and development?

#### C. Condition of Uses

Issue: How can the overall quality of development be improved?

The majority of the Specific Plan area is composed of heavy and light industrial uses. The area was once predominantly residential and, as it has gradually converted to industrial uses, the remaining residential uses have become primarily poorly maintained rental units. Also remaining are excessive street right-of-ways throughout the area, with street and alleys breaking up the area in such a way that there remains a multiplicity of small, inefficient parcels. Much of the land is simply not in productive use. Along with the small, inefficient parcels, the Central Industrial District is afflicted with blighted conditions throughout much of the area. Questions which need to be addressed include:

1. How can the blighted areas be improved to best advantage?
2. What incentives to improve can be devised and how can they be made appealing to the property owners and developers?
3. How can productive use of a greater proportion of the land area be achieved as a means to pay for needed improvements?

#### C. Compatibility of Uses

Issue: What impacts on the area and the surrounding area need to be dealt with?

Negative impacts on development within and adjacent to the Central Industrial District are the result of intensive uses, high levels of truck traffic, unsightly structures and storage areas, noise, hazardous waste, rail traffic blockage of east/west streets and highways and other characteristics of industrial and mixed use (odor, glare, smoke, vibration, etc.).

Consideration of impacts on neighboring uses, particularly in the adjacent Central Business District, needs to be



given. The City is lacking a means of controlling the movement and handling of hazardous waste in this area. In addition, there is a long standing concern about east/west access through the area, particularly the need for a railroad grade separation on Alondra Boulevard. The City has been trying to get this grade separation approved for several years. There is a considerable problem of periodic vehicular stacking which needs to be mitigated.

In order to integrate development in the Central Industrial District, the following questions need to be addressed:

1. How can the negative impacts of the heavier industrial uses be mitigated, particularly relating to the adjacent Central Business District and Vermont Avenue special housing opportunity area?
2. How can hazardous waste be controlled? How can noxious uses be discouraged?
3. How can uses with fewer negative impacts be established and where can this new development occur?
4. How can east/west access through the area be improved, including completion of the Alondra grade separation?

### III. OPPORTUNITIES AND CONSTRAINTS

The City's ability to respond to the issues described is reinforced by certain opportunities and, at the same time constrained by certain negative conditions.

#### A. Opportunities

1. The City's investment in the nearby Central Business District offers the prospect for both economic and environmental stimulation of this area.
2. The Central Industrial District is adjacent to three specific plan areas, thus offering the possibility of more detailed integrated planning than would otherwise occur.
3. There is a moderate but long term market for industrial uses.
4. It is becoming more difficult for certain industrial uses to find sites in suburban communities that could reasonably locate in Paramount Central Industrial District.





## B. Constraints

1. It may be difficult to attract the desired uses unless an areawide improvement commitment is demonstrated by the City.
2. There are presently many non-conforming uses in the area.
3. There are many substandard parcels involving a great number of owners, making consolidation or coordinated planning difficult.
4. There is limited funding to achieve the Alondra grade separation and the City has been unable to get approval from the Public Utilities Commission in spite of many attempts.

## IV. OBJECTIVES

Certain objectives can be derived from the issues, opportunities and constraints analysis as the basis for this Specific Plan.

- A. A pattern of development and redevelopment that allows the most efficient possible use of the land.
- B. A circulation system which mitigates the problems of industrial traffic, particularly related to impacts on the adjacent areas.
- C. A more cohesive industrial core, with emphasis on industrial uses and development standards which do not generate the negative impacts currently experienced.
- D. A supply of land parcels of sufficient size to successfully compete for development in the industrial market served by Paramount.

## V. THE PLAN

The plan is designed to carry out the objectives listed above and to work within the existing opportunities and constraints.

The designation of uses remains primarily heavy industrial, but with a perimeter of light industrial use along the eastern edge of the planning area.

The proposed Alondra grade separation is reflected on the plan to reinforce the long term significance of this crucial circulation improvement.



The most significant aspect of the plan is the specification of minimum parcel sizes throughout the area. They vary according to predominant existing parcel sizes so that consolidation expectations are reasonable and feasible. Assistance programs in meeting these minimums and incentives for exceeding the minimums are both intended.

It is more essential to provide incentives to property owners/developers for consolidation of parcels in this area than in any other portion of the City. This will allow rehabilitation, reuse and redevelopment to occur with greater site efficiency. Assistance programs and incentives to be considered include: reduced or forgiven processing fees; City funding or construction of public improvements; legal or financial assistance in lot consolidation or cooperative planning among adjacent property owners; intensification of use; increase in residential density; relaxation of parking requirements where adequacy of a reduced number of spaces can be documented; City sponsored preparation of conceptual site plans and processing assistance for required land use approvals.

#### VI. POLICIES

The following policies are intended to carry out the plan.

- A. Minimum lot sizes will be established by ordinance according to dominant parcel sizes within sub-areas of the plan.
- B. Existing parcels in excess of prescribed minimums may not be reduced, except by dedication of required street rights-of-way.
- C. Incentives will be pursued in order to bring about desired parcel consolidation.
- D. Existing substandard non-conforming uses will be given first priority in programs to recycle uses.
- E. Continuation of non-conforming uses will not be allowed through expansion or lot consolidation.
- F. Selective street or alley vacations will be considered on a case-by-case basis to expand useful industrial area or assist in meeting minimum lot size requirements.
- G. The City will assist property owners/developers in achieving more efficient industrial use to the extent City resources will permit.



- H. The City will continue to aggressively pursue approval and funding of the Alondra grade separation.
- I. The City's Building Rehabilitation Appeal Board will be encouraged to focus attention on properties which need to be upgraded and rehabilitated.









**CITY OF PARAMOUNT GENERAL PLAN  
CLEARWATER EAST SPECIFIC PLAN**

**I. SCOPE**

The Clearwater East Specific Plan involves implementation of two mandated subjects in The General Plan: land use and circulation. It involves one optional subject: economic development. Because it is located adjacent to three other specific plan areas (Central Business District, Central Industrial District and Clearwater West Specific Plan) the plan is integrated with those specific plans. Clearwater East encompasses approximately 72 acres of land.

**II. ISSUES**

**A. Pattern of Use**

Issue: What is the optimum pattern of uses?

There are certain existing uses that are not expected to change in the foreseeable future. They include: The Catholic Church, the Bianchi Industrial Building, the Swap meet/Drive-In complex, the Tygart Steel facility and the Macco Office Building on Paramount Boulevard.

Other uses that are expected to remain but will or may take on a different configuration include the Brownyard Steel facility and the Macco construction yard operation.

Aspects of the land use issue include:

1. How can the remainder of the uncommitted acreage be used to best advantage?
2. What overall pattern of uses would make the most sense?
3. What sort of flexibility in use is possible in order to capitalize on market opportunities?

**B. Condition of Uses**

Issue: How can the overall quality of development be improved?

With the exception of the Catholic church, the new industrial building on Compton and the Macco Office complex, the area varies from ugly and grossly underutilized to



merely inefficiently designed and poorly maintained. Even the uses which individually manifest a sense of quality are lost in the overall disorder and clutter that generally prevails.

Recently approved plans and others being discussed will certainly bring about some improvements. But questions still remain:

1. How can a consistent quality of development be achieved throughout the area?
2. What does quality mean for this area? What expectations are reasonable and achievable?
3. What standards are appropriate?
4. What incentives to improve can be devised and how can they be made appealing to the property owner/developer?

#### C. Swap Meet

**Issue:** How can the Paramount Swap Meet/Drive-In complex be successfully accommodated in the emerging changes within the Clearwater area and the City at large?

This is a long-standing and very specialized use. It draws sellers and buyers from a large market area. There is certainly a potential for continued high activity with this operation.

At the same time, it generates some very negative community impacts, particularly on high attendance weekends. These include traffic congestion (particularly on Paramount Boulevard), traffic safety problems, random parking in areas where it is an extreme annoyance and scattering of significant litter beyond the site itself.

Moreover, revenue flow to the City is not particularly high given the amount of activity that occurs.

This issue is made up of such questions as:

1. How can access and parking be improved onsite?
2. What uses will work adjacent to this very specialized activity?
3. Can shared arrangements be negotiated among the affected property owners?
4. Should the Paramount Parking Authority buy land for parking?





5. How can City revenue flows be increased to justify City expenses and impacts on the community?
6. What can be done to keep litter off public property and nearby private property?

#### D. Arterial Highway Congestion

Issue: How can congestion on Paramount Boulevard be significantly reduced?

There is a serious problem of excessive "stacking" of cars along Paramount Boulevard southbound by Swap Meet customers. This impedes normal traffic flow. Absence of northbound left turn access off Paramount Boulevard induces numerous illegal and dangerous maneuvers by drivers who wish to reposition themselves to enter or park. There is no access off Rosecrans, which carries a high proportion of traffic coming to the Swap Meet.

This issue includes such questions as:

1. Where can new access points be provided along Compton Boulevard and Rosecrans Avenue?
2. How can auto "stacking" be accomplished onsite rather than along Paramount Boulevard?
3. Are any street improvements required to ease the problem?

#### E. Swap Meet Parking

Issue: How can adequate weekday and peak weekend parking be provided?

Parking now occurs in front of the drive-in along Paramount Boulevard; behind the drive-in along the railroad track; in a remote site under the same ownership at the southwest corner of the Clearwater site; and at random locations throughout surrounding areas.

There is enough onsite space presently to accommodate roughly 1300 spaces although it is not efficiently designed or located. It is estimated that at least 1000 spaces are needed for weekday operations and an additional 1500-2000 for the typical peak weekend.



This issue includes concerns such as:

1. How can enough peak period parking be provided onsite?
2. How can shared parking be worked out and how much can be provided?
3. How can parking areas be located, designed and accessed with maximum efficiency?
4. What is the City's proper role?

F. Public Access to Interior Uses

Issue: How can public streets be brought to serve users without arterial frontage?

Two major users, Brownyard and Tygart, must take access off narrow drives on easements. These routes are inefficient, would impede effective use of adjacent properties and, in the case of Tygart Steel, introduce truck traffic on Paramount Boulevard where it would be preferable not to have such traffic.

This issue is made up of several questions:

1. How can access be provided from Compton Boulevard and Rosecrans Avenue?
2. If a through industrial connector is infeasible, how can partial links be provided to offer acceptable levels of service?
3. Should an additional public connection be provided to Paramount Boulevard and, if so, where?
4. How and by whom would new public roads be funded?

G. Entry Corridor Appearance

Issue: How can adjacent arterial highway frontages, particularly along Paramount Boulevard, be improved in appearance?

Paramount Boulevard is the main route through Paramount which can provide a positive identity for the City. A lot of public and private money is being invested in improvement of the Central Business District to the south of this area.



Public uses with attractive urban spaces lie opposite the Clearwater site.

A positive visual appearance along this streetscape would be a definite asset to the City in its effort to upgrade its image.

Rosecrans Avenue, because of its important freeway access, has significant development potential. A positive visual aspect is also important if commercial potential is to be stimulated.

At present, as described earlier, the perimeter is generally quite unattractive in appearance and the present mix of uses appears chaotic and unrelated. Anticipated new development will improve some, but not most of the frontage.

The issue is made up of several parts:

1. How can areas not now slated for redevelopment be improved in appearance?
2. What streetscape standards should be sought?
3. What uses are most amenable to visual improvements?

#### H. Optimum Economic Development

Issue: What kind of development would offer the optimum economic value to the City as well as to development interests?

Both the combination of uses and the scale of uses will affect the optimum development strategy for this area.

The existing uses slated to remain include quasi-public, office, commercial, light industrial, heavy industrial and related parking. This is an unusual variety of uses on a 72-acre site, but it is a mix that will probably be reinforced by new development.

The northerly almost one-third of the site is potentially amenable to two variations. One would involve development of existing parcels or rearrangement of existing parcels in an appropriate pattern of uses. A second would be the consolidation of parcels into a unified site approaching 20 or more acres in size. This would offer an unequalled opportunity for a well-designed mixed use business complex if sufficient market potential can be verified.





This issue involves such questions as:

1. What uses are most marketable?
2. What uses would generate the greatest revenue flow to the City in relation to public costs and impacts?
3. Are there any acceptable uses that could benefit from or augment the swap meet activity to mutual economic advantage?
4. Is there potential for a large-scale (20 acres +/-) project and, if so, what is it and how can it be accomplished?

### III. OPPORTUNITIES AND CONSTRAINTS

The City's ability to respond to the issues described is reinforced by certain opportunities and, at the same time, constrained by certain negative conditions.

#### A. Opportunities

1. This area is receiving special focused attention by the City and its consultants.
2. Several projects have either been approved adjacent to and within Clearwater East or are in the talking stage which will replace or significantly improve existing poorly designed or deteriorating uses.
3. There are some relatively large property owners, thereby making the negotiation process more feasible than if all parcels were in small, separate ownerships.
4. The City's investment in its adjacent Central Business District offers the prospect for both economic and environmental stimulation of this area.
5. The area has excellent freeway and rail access and, with the I-105 Freeway completion, freeway access will be even better.
6. Some property owners appear willing or even anxious to negotiate or consider development options.
7. There is available arterial highway capacity if swap meet congestion can be resolved.
8. Nearby public space provides a positive visual asset.



9. Much of the land is underutilized, thus affording the potential for greater intensity of use with associated private profit and public tax generation increases.

#### B. Constraints

1. The swap meet property divides the area in the middle, making north/south movement difficult if not impossible.
2. There may be considerable difficulty in negotiating between the various property owners, particularly with respect to shared parking.
3. There is limited space for additional parking within the Clearwater and adjacent areas to accommodate peak demand for weekend swap meet needs.
4. Heavy industrial uses will be difficult to screen from arterial view and, without some rearrangement, will impede cross-circulation.
5. Even with active City participation there may be insufficient capital to make the optimum public improvements.
6. Even with improved access and parking to the swap meet, it may be necessary to enforce on-street parking restrictions on adjacent public streets.
7. Depending upon market potential it may be difficult to attract uses which generate revenue commensurate with City expenditure requirements.

#### IV. OBJECTIVES

Certain objectives can be derived from the issues, opportunities and constraints analysis as the basis for a Specific Plan.

- A. A pattern of development that allows the most efficient possible use of the land.
- B. The highest quality of development that can be sustained by the market.
- C. Complete integration of the swap meet into the Clearwater area.
- D. Elimination of congestion on Paramount Boulevard and intersecting arterials.



- E. Parking for the swap meet within the Specific Plan and adjacent to the drive-in site.
- F. Public street access to interior parcels and uses.
- G. A clean, businesslike appearance of development along arterial highway frontages.
- H. A mix of uses responsive to market opportunities which yields a strong revenue flow to the City.

#### V. THE PLAN

The Specific Plan is designed to carry out the eight objectives above. It contains two concepts which operate concurrently until opportunities dictate which one will actually prevail.

The first concept is a Perimeter Plan in which office, commercial and light industrial uses are arranged around the edge of the Clearwater area adjacent to the arterial highways. Heavy industrial use is contained inside the perimeter uses adjacent to the rail line. The swap meet and church remain as they are now located except that the rear portion of the swap meet site may exchange parking for industrial use in whole or in part.

Access is provided off Rosecrans Avenue and Compton Boulevard to the maximum extent possible.

Parking is behind perimeter uses to the maximum extent possible and is shared with the swap meet on weekends.

Where fixed uses exist, the land use designation boundaries are solid. Where the transition between uses is intended to be flexible, the land use designation boundaries are dashed.

The second concept is a Center Plan in which the largest feasible site that can be assembled north of the swap meet (20 acre +/-) is slated for a mixed use business complex. It would probably be mainly a combination of office and retail commercial, but possibly could include other uses as well. Exact use mix and design will be negotiated as market potential, developer interest and land assembly capabilities allow.

The same physical arrangement of uses and parking would prevail as in the Perimeter Plan except that building setbacks could be greater, allowing retail parking in front and shared office/swap meet parking in the rear.





The street providing access from Rosecrans Avenue will continue through to Paramount Boulevard in order to relieve conflicts at the intersection of those two arterials.

The remainder of the site is identical to the Perimeter Plan.

Implementation of either concept or a combination of the two is consistent with the General Plan.

## VI. POLICIES

The following policies are intended to carry out The Plan.

- A. Mixed uses are allowed only where designated in order to avoid overloading the commercial market and reducing shared parking potential with the swap meet.
- B. Office use is acceptable in lieu of commercial if market feasibility is demonstrated.
- C. Frontage treatments involving architectural elevation, materials, color, texture, landscaping and signs shall be the subject of Site Plan review in accordance with City design guidelines.
- D. The City, the Redevelopment Agency or the Parking Authority will share in property acquisition and/or development costs of improvements where it is cost effective.
- E. Parking for the swap meet will be allowed only within the Clearwater area except for peak holiday periods, in which case, off-site parking will be temporarily allowed.
- F. "Stacking" of vehicles entering the swap meet shall occur entirely off Paramount Boulevard, Rosecrans Avenue or Compton Boulevard.
- G. The preferred method of land use regulation is the Planned Development with Performance Standard (PD-PS) zone, although conventional zone districts may be used if they are consistent with specific plan use intent.















## CITY OF PARAMOUNT GENERAL PLAN CLEARWATER WEST SPECIFIC PLAN

### I. SCOPE

The Clearwater West Specific Plan involves implementation of three elements of the General Plan: land use, economic development and transportation. These elements are examined in more detail in this Specific Plan than in the General Plan. This Specific Plan is designed to provide a strategy for carrying out the City's objectives in the Clearwater West area. This planning area of approximately 87 acres is adjacent to two specific plan areas: Clearwater East and Central Industrial District. Those plans were prepared to complement each other in providing a consistent planning strategy in Paramount.

### II. ISSUES

#### A. Pattern of Uses

**Issue:** What is the optimum pattern of uses?

The present pattern of uses is creating conflicts with neighboring land uses which must be mitigated. It also represents a relatively inefficient use of the land. The majority of existing heavy industrial land uses within the area on the east side of Garfield Avenue are not expected to change in the foreseeable future. An exception is the Arco Brass Facility, which may soon be available for some form of reuse or redevelopment. The west side of Garfield Avenue contains mixed commercial, industrial and scattered residential land uses. This mix contains internal conflicts as well as presenting use conflicts with the adjacent Richfield, Exeter, Petrol residential area to the west.

Inherent in this issue is the land use efficiency issue. The development that is outlined in this Specific Plan must be economically efficient in order to produce the highest return possible on each parcel of land. The parcels vary greatly in size, with some smaller than a half acre and one parcel (Arco Brass) as large as 25 acres. The parcels on the east side of Garfield are much larger than those on the west side. This variability of parcel size creates unique opportunities and constraints for development because a variety of economically productive uses can be accommodated even though no single development strategy can be applied uniformly.



## B. Condition of Uses

Issue: How can the overall quality of development be improved?

The present development in the Clearwater West area varies in condition. The industrial park located along GwenChris Court north of Compton Boulevard was built in early 1980 and is in good condition. This park also generates some of the higher industrial rents in the City. Other uses, such as the Weiner Metals site on Garfield Avenue, are in a condition that will require extensive rehabilitation or complete redevelopment to achieve an efficient land use.

A consistent quality of development needs to be achieved in this area. This quality needs to provide a visually pleasing, contemporary industrial appearance, but it must be achieved with standards that do not stifle economic growth.

## C. Future of Arco Brass

Issue: If the Arco Brass plant changes ownership or use in the near future, what, if any, guidelines should be established for subsequent use?

The Arco Brass site is the largest in the Specific Plan area (about 25 acres) with an existing structure of approximately 322,000 square feet. This site offers unique opportunities and constraints, either in its present form or as a redevelopment project.

There is a large amount of vacant space surrounding the brass works which, if the structure were to remain, could be used for either expansion or complementary additional development. This site's future is important because it has the potential to be the keystone of the Clearwater West area. Alternatives must be pursued that represent optimum potential for the site.

## D. Negative Impacts on Adjacent Residential Uses

Issue: How can the negative impacts on the adjacent residential area to the west be mitigated?

The Richfield, Exeter, Petrol residential neighborhood is adjacent to the Clearwater West area and thus many of the negative impacts of industrial land use are felt directly by these nearby residents. The major problems are noise, vibration, unpleasant odors and industrial traffic. Design standards must be applied as development, reuse or redevelopment occur that take into consideration these problems so as to mitigate them in the most reasonable way. A buffer



must be provided to protect the residential uses. This will involve some rehabilitative treatment of existing non-residential uses as well establishment of more contemporary standards as redevelopment occurs.

#### E. Appearance of Area

**Issue:** How can the overall appearance of the area be improved in a reasonable manner to provide the City with an attractive industrial area without overburdening the land owners?

The present appearance of the Clearwater West area has no overall design and contains many old and poorly maintained structures. Some of the present structures are in good condition and require little, if any, exterior improvements.

Components of this issue include reasonable design guidelines, acceptable cost and feasibility of implementation actions. These components must be addressed before the issue can be adequately resolved.

#### F. Optimum Economic Development

**Issue:** What is the optimum economic development and how can it be obtained?

Both the combination and scale of uses affects the optimum economic development of the area. Factors must be considered that take into account the uses that are slated to remain. Expansion of remaining uses is a related matter that also needs to be given attention.

This issue must be explored with the knowledge of the economic climate for Paramount. The plan must reinforce the City's overall economic situation and potential. There must be a potential market for any new development or expansion of present development.

Revenue flow to the City is another ingredient that must be considered. This flow must be greater than the costs of plan implementation.

### III. OPPORTUNITIES AND CONSTRAINTS

#### A. Opportunities

1. Two sides of the Clearwater West area are adjacent to other specific plans thus allowing for more focused guidance for development and redevelopment.





2. The City's new PD/PS zoning provides a tool for tailoring uses to the variety of sites found within the planning area.
3. The largest plant in the area is anticipated to be available for reuse or redevelopment in the near future.
4. The area has excellent truck route and rail access and, with the I-105 freeway completion, it will have better freeway access.
5. There are large areas of underutilized land which contain the potential for greater intensity of use with associated private profit and public tax generation increases.
6. There is a predicted potential for an increase in distributing firms in Los Angeles County and Paramount is in a good situation to capture some of that increase.
7. In spite of general industrial market weakness, the City's reputation for willingness to work cooperatively with developers attracts considerable development interest, particularly for small to medium sized industrial and business park projects.

B. Constraints

1. Negotiations with the land owners may be difficult owing to the amount of effort required to bring many developments up to contemporary standards.
2. The current industrial use impacts adjacent to residential uses in the Richfield, Exeter, Petrol neighborhood will be difficult to resolve unless redevelopment occurs.
3. It will be difficult and involve some cost to achieve a desirable industrial streetscape as well as to mitigate noise, vibration and odor affecting the adjacent residential areas.
4. Even with active City participation there may be insufficient capital to make the optimum public improvements.
5. Presently, the industrial real estate market in the Paramount area is generally weak and it may be difficult to attract uses which generate revenue commensurate with City expenditure requirements.



6. There are presently many non-conforming uses in the area.

#### IV. OBJECTIVES

Certain objectives can be derived from the issues, opportunities and constraints analysis as the basis for the Specific Plan:

- A. Resolution of current land use conflicts between industrial and residential uses.
- B. Conservation of key retail uses at the intersections of Compton/Garfield and Rosecrans/Garfield.
- C. Improvement of the appearance of the area along the arterial frontages.
- D. A circulation system which mitigates the problems of industrial traffic interfering with residential traffic.
- E. A pattern of development that allows the most efficient possible use of the land.
- F. The highest quality of development that can be sustained by the market.

#### V. THE PLAN

The Plan is designed to carry out the six objectives above and to work within the existing opportunities and constraints. It contains two concepts which operate concurrently until opportunities dictate which one will actually prevail. The concepts are contingent to a considerable degree on the future of the Arco Brass site.

In both concepts, the area west of Garfield is designed to mitigate the negative impacts of the industrial uses on the adjacent residential uses. The lots on the northwest and northeast corners of the Compton/Garfield intersection and the southwest and southeast corners of the Rosecrans/Garfield intersection are preserved for commercial uses.

The remaining parcels along the west side of Garfield remain in industrial or industrially related uses. However, new requirements shall apply. All access to these lots is to be limited to Garfield Avenue, with no access allowed on Richfield, Exeter or Petrol Streets. There should be no industrial traffic on these streets. New firms locating in



this area of the specific plan will also need to meet contemporary noise, vibration and odor standards adjacent to residential areas. Light industrial or business parks should be encouraged to locate in these areas. Lot consolidation will be necessary to provide adequate space in many cases. These parks are to be designed to provide a buffer to the adjacent residential area. Minimum lot sizes of 20,000 feet on the west side of Garfield Avenue and 5 acres on the east side should be enforced. The 5 acre minimum may be waived for lots within an approved industrial or business park.

Concept one (industrial concept) assumes that the Arco Brass site remains in its present use or expands into a similar heavy industrial use. The plan concentrates on the parcels located directly north of Arco Brass. Lot consolidation is encouraged in this area to provide more efficient land use. Industrial parks are recommended with industrial buildings ranging in size from 10,000 to 20,000 square feet. These structures should be constructed to facilitate wholesalers and distributors, as this is the sector with the largest forecasted industrial potential in Los Angeles County. Design standards shall be encouraged to provide development that is aesthetically acceptable. The emphasis in this concept is on heavy and light industry.

Concept two (mixed use concept) assumes the Arco Brass site is sold and a new use is established on the property. The first option would be to find a buyer who would be willing to use the existing structure with certain site improvements. If this is not possible, the site should be designed as a contemporary industrial park. As in concept one, the parcels to the north of Arco Brass should be consolidated for a potential industrial park. The emphasis in this concept is on a broader range of uses with light industrial and business park development predominating.

## VI. POLICIES

The following policies are intended to carry out the Plan.

- A. Non-residential traffic will be routed so as not to interfere with the Richfield, Exeter, Petrol neighborhood.





- B. Office use is acceptable in lieu of light industrial projects if market feasibility is demonstrated, particularly as part of a business park development.
- C. Frontage treatments involving architectural elevation, materials, color, texture, landscaping and signs shall be the subject of Site Plan review in accordance with City design guidelines.
- D. Appropriate use and design buffers will be established adjacent to the Richfield, Exeter, Petrol neighborhood.
- E. Code enforcement efforts will be pursued where necessary to resolve existing industrial/residential conflicts.
- F. The City or the Redevelopment Agency will share in property acquisition and/or development costs of improvements where it is cost effective.
- G. Lot consolidation or integrated planning incentives will be considered on a case by case basis.



E. ROSECRANS AVE.

E. RICHFIELD ST.

E. EXETER ST.

E. PETROL ST.

E. COMPTON BLVD.

S. GARFIELD AVE.

GWENCHRIS

GC

BP

2

LI

LI

HI

5

COOPERATIVE  
MR 2-15-16

LI

CALIFORNIA

6

BP

BP

LI

GC

PQ

# Clearwater West Specific Plan Industrial Concept

## LAND USES

HI	HEAVY INDUSTRIAL
LI	LIGHT INDUSTRIAL
BP	BUSINESS PARK
GC	GENERAL COMMERCIAL
SC	SPECIALIZED COMMERCIAL
LC	LOCAL COMMERCIAL

OC	OFFICE COMMERCIAL
HD	HIGH DENSITY RESIDENTIAL
MD	MEDIUM DENSITY RESIDENTIAL
LD	LOW DENSITY RESIDENTIAL
PQ	PUBLIC/QUASI-PUBLIC
US	URBAN SPACE

## CIRCULATION

EXISTING	PROPOSED

	PUBLIC STREET
	PRIVATE STREET
	RAIL LINE
	TRUCK ROUTE
	AESTHETIC ENHANCEMENT

## BOUNDARIES

			SUBAREAS
			*****
FIXED			VARIABLE

SPECIFIC PLAN  
LAND USE  
SELECTED OWNERSHIP PARCELS

# City of Paramount, California









**CITY OF PARAMOUNT GENERAL PLAN  
DOWNEY/COMPTON SPECIFIC PLAN**

**I. SCOPE**

The Downey/Compton Specific Plan involves implementation of the land use, circulation, housing, open space and economic development elements of the General Plan. It is located adjacent to the Paramount Place Specific Plan and is integrated with that plan. It contains approximately 49 acres of land, excluding highway rights-of-way.

**II. Issues**

**A. Pattern of uses**

Issue: What is the optimum pattern of use?

This area is typical of many in the City because it is a mixture of virtually every use found in the City, from single family residential to heavy industrial. Certain uses are substantial enough to be considered fixed for the foreseeable future: the industrial park south of Compton Boulevard on Downey Avenue and the City engineering facility just to the south of that. Most other uses are either in the process of changing, are the subject of active discussions about redevelopment or are in such condition that redevelopment appears to be a reasonable possibility.

Questions to be resolved include:

1. What should be the dominant use in this area?
2. Is flexibility in use essential?
3. What use is most appropriate for the very small land parcels in the area?

**B. Condition of Uses**

Issue: How can the overall quality of development be improved?

With a few exceptions, the Downey/Compton area development reflects long years of decline. This impression on a parcel by parcel basis is reinforced by the jumble of outdoor storage, scattered vehicles and patchwork additions typical within the area.



This issue includes resolution of such questions as:

1. What uses should remain because of their positive contribution to the quality of the area?
2. What quality standards can be applied to new development or redevelopment projects to improve overall area conditions and visual quality?

C. Compatibility with adjacent areas.

Issue: How can compatibility with adjacent existing and proposed development be achieved?

The entire southern edge of the planning area is bordered by existing residential development, including one of the higher quality neighborhoods in the City, to the west of Downey Avenue. The most significant northerly impact area is the Paramount Petroleum refinery, soon to become the Paramount Place mixed-use complex. In this case the most important consideration is not how to relate to the existing use, but, rather, to the future urban center that is envisioned. Linkages across and along the intervening Pacific Electric Railroad and Department of Water and Power rights-of-way will be crucial.

On the larger scale, it is important to note that Downey Avenue is slated in the citywide General Plan as the dominant residential spine through the City. This factor will need to be considered in shaping the future of the Downey/Compton area.

Questions to be addressed include:

1. What uses would be most compatible with surrounding areas?
2. What design considerations should influence how redevelopment of Downey/Compton should occur?
3. How can adjacent rail and utility rights-of-way best be utilized?

### III. OPPORTUNITIES AND CONSTRAINTS

#### A. Opportunities

1. There are a number of relatively large parcels, making conversion of some uses relatively feasible.
2. Several major property owners are actively interested in seeking redevelopment opportunities.



3. Most of the area is in a redevelopment project area, this makes redevelopment agency powers directly available.
4. Adjacent rail and utility rights-of-way offer excellent urban space opportunity.
5. The potential of Paramount Place will be a positive stimulus on Downey/Compton development.
6. There is a very strong market for housing of types that could be developed in this area.

#### B. Constraints

1. There are a great many mixed uses, making transition to a different character in phases difficult.
2. There are some small parcels which will require challenging design and use treatment in order to avoid being impediments to overall development.
3. The rail line is still in use and negotiations with both the railroad and the utility company about possible joint use of their respective rights-of-way have yet to be undertaken.
4. Significant development intensification would require public facility improvements to some degree.

#### IV. OBJECTIVES

The following objectives are established from the issues, opportunities and constraints analysis as the basis for this Specific Plan.

- A. Resolution of conflicting land uses within the Specific Plan area, and in relation to existing neighboring residential areas as well as the potential mixed-use complex (Paramount Place).
- B. Improvement of conditions and appearances along Downey Avenue and Compton Boulevard.
- C. A variety of housing types and densities to reinforce the residential character of the Downey Avenue Corridor.
- D. Reinforcement of the Paramount Place potential.





- E. A pattern of development that is responsive to market opportunities and allows the most efficient use of the land.

## V. THE PLAN

The Specific Plan is designed to achieve the six objectives described above. It evolved from three concepts initially explored, each different in significant respects from this plan.

The concept includes high density residential use in the northeast triangle adjacent to Paramount Place; medium density residential for the most part in the southern two quadrants of the planning area; retention of the industrial park and city yard south of Compton Boulevard; and use of residual corners for limited general commercial development.

Urban space along the railroad utility rights-of-way is intended to enhance proposed Specific Plan uses as well as to assist in achieving positive relationships with adjacent development.

It may be necessary to offer some parcel consolidation assistance in order to assemble efficient project sites.

Aesthetic enhancement is specified along Compton Boulevard, Downey Avenue and the utility right-of-way frontages.

## VI. POLICIES

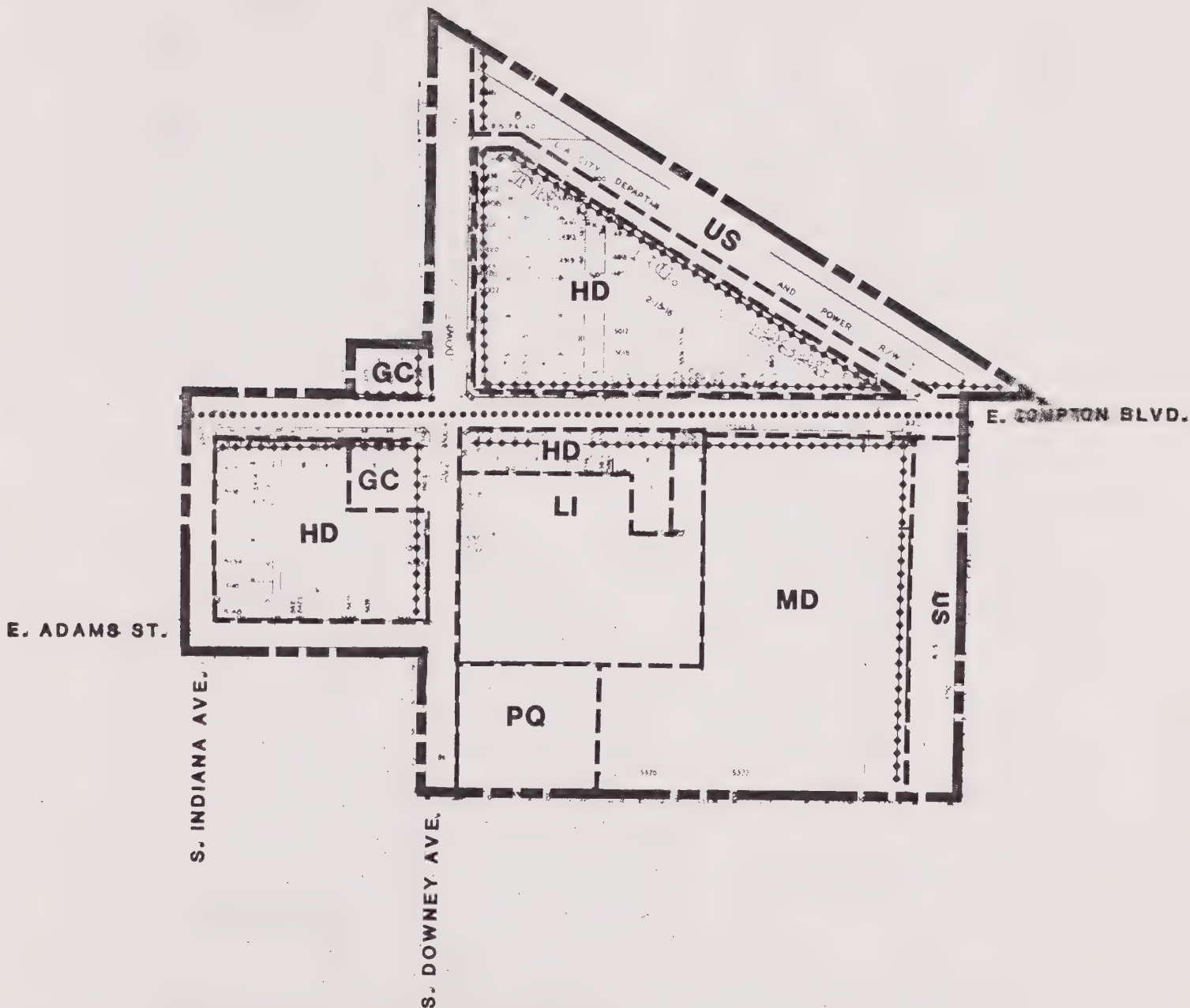
The following policies are intended to carry out the plan.

- A. Buffers will be required to reduce impacts of medium and high density use on adjacent single family residential neighborhoods.
- B. Incentives for lot consolidation or integrated planning of parcels in separate ownership will be negotiated on a case by case basis.
- C. Frontage treatments for Compton Boulevard and Downey Avenue involving architectural elevation, materials, color, texture, landscaping and signs shall be the subject of site plan review in accordance with City design guidelines.
- D. The City will pursue efforts to use rail and utility rights-of-way for dual public purposes in conjunction with proposed private projects.



- E. Planned Development - Performance Standard (PD-PS) zoning will normally be used to regulate land use and development standards in this area, although conventional zoning may be applied in some cases if the Specific Plan objectives can still be satisfied.
- F. The City and/or redevelopment agency may assist in conceptual project design if necessary to facilitate a quality development project.





## Downey/Compton Specific Plan

### LAND USES

HI	HEAVY INDUSTRIAL
LI	LIGHT INDUSTRIAL
BP	BUSINESS PARK
GC	GENERAL COMMERCIAL
SC	SPECIALIZED COMMERCIAL
LC	LOCAL COMMERCIAL

OC	OFFICE COMMERCIAL
HD	HIGH DENSITY RESIDENTIAL
MD	MEDIUM DENSITY RESIDENTIAL
LD	LOW DENSITY RESIDENTIAL
PQ	PUBLIC/QUASI-PUBLIC
US	URBAN SPACE

### CIRCULATION

EXISTING	PROPOSED	
		PUBLIC STREET
		PRIVATE STREET
		RAIL LINE
		TRUCK ROUTE
		AESTHETIC ENHANCEMENT

### BOUNDARIES

EXISTING	PROPOSED

SPECIFIC PLAN  
LAND USE

SELECTED OWNERSHIP PARCELS

# City of Paramount, California





**CITY OF PARAMOUNT GENERAL PLAN  
NORTH PARAMOUNT BOULEVARD SPECIFIC PLAN**

**I. SCOPE**

The North Paramount Specific Plan involves implementation of the following General Plan elements: land use, economic development, housing and transportation. The North Paramount Boulevard Specific Plan includes an area of approximately 28.5 acres. It is located adjacent to the proposed Century Freeway (I-105) to the north, the Arthur, McClure, Howe neighborhood to the west and includes a portion of the Rosecrans/Anderson/Howe Special Housing opportunity area on the east. The Clearwater East Specific Plan is located nearby to the southwest. Paramount Boulevard runs midway through this specific plan area, intersecting with the proposed Century Freeway.

**II. ISSUES**

**A. Pattern of Uses**

Issue: What is the optimum pattern of use?

Currently there is a mixture of commercial, residential and industrial uses in this specific plan area, characterized by a pattern of small and inefficient parcels.

This issue needs to address questions such as:

1. What overall pattern of uses would make the most sense?
2. What sort of flexibility in use is possible in order to capitalize on market opportunities?
3. How can a more cohesive pattern of use be created from the existing small and inefficient parcelization pattern?
4. To what extent can the portion of the Rosecrans/Anderson/Howe housing opportunity area within this specific plan actually be preserved/developed for housing?

**B. Condition of Uses**

Issue: How can the overall quality of development be improved?

Along with its mix of uses and small, inefficient parcels, the North Paramount Boulevard area is afflicted with blighted conditions throughout the area. Questions which need to be addressed include:



1. How can the blighted areas be either improved or converted to best advantage?
2. What incentives to improve can be devised and how can they be made appealing to property owners and developers?
3. What strategies for redevelopment and infill can be pursued?

#### C. Paramount Boulevard

Issue: How can existing and potential congestion on North Paramount Boulevard be adequately handled and the appearance of the thoroughfare be improved?

Paramount Boulevard runs midway through the North Paramount Specific Plan area, intersecting with the proposed Century Freeway (I-105) to the north, and continuing along as the central spine of a major commercial corridor into the City of Paramount to the South. With the proposed Century Freeway four-way connection, it is anticipated the North Paramount Specific Plan will have increased traffic levels and will serve as the major northern point of entry/exit for the city. A positive visual appearance would be a definite asset to the City and its image. This issue involves the following questions:

1. How can the high levels of traffic be dealt with to ease congestion?
2. What can be done to upgrade the streetscape for a positive visual appearance, particularly as an entry/exit point for the city?
3. What streetscape standards should be sought?
4. How can improvements be funded?

#### D. Transition to Adjacent Uses

Issue: What impacts on the surrounding areas need to be dealt with?

The majority of the surrounding area is composed of residential development, particularly to the east and west. With the mix of currently existing uses several questions need to be considered:

1. How can the negative impacts of non-residential development on adjacent residential neighborhoods be minimized?



2. How can the quality of existing surrounding residential development be maintained or improved?
3. How can the adjacent neighborhoods benefit overall development in the North Paramount Specific Plan?

### III. OPPORTUNITIES AND CONSTRAINTS

#### A. Opportunities

1. There exists a potential for light industrial or business park uses, offering economic stimulation of this area.
2. There will be excellent freeway access with the completion of the proposed Century Freeway (I-105).
3. This area has potential to become the 'gateway' for the city, with its strategic location and proximity to the proposed Century Freeway.
4. Some recent developments exhibit quality appearance and development standards appropriate for the area.
5. There is a strong market for housing of the type that could be developed in this area.

#### B. Constraints

1. There is a present pattern of mixed uses and inefficient parcels which will be difficult to sort out.
2. There are many property owners with whom to negotiate in trying to create an upgraded, cohesive area.
3. Potential congestion from relatively heavy traffic levels on North Paramount Boulevard will increase with the completion of the proposed Century Freeway (I-105) and ramps connecting Paramount Boulevard.
4. The size, shape and condition of many building sites make effective buffering of adjacent residential uses difficult.
5. This area is not part of the city's redevelopment project area.

### IV. OBJECTIVES

The following objectives are established from the issues, opportunities and constraints analysis as the basis for this Specific Plan.





- A. Resolution of conflicting land uses within the Specific Plan area, and in relation to neighboring residential areas.
- B. Improvement of appearances along North Paramount Boulevard.
- C. A pattern of development that allows the most efficient possible use of the land.
- D. The highest quality of development that can be sustained by the market, particularly in relation to the adjacent residential neighborhoods.
- E. Housing in appropriate areas.
- F. A pattern of development and street improvements which mitigates the impact of potential heavy traffic loads along North Paramount Boulevard.

#### V. THE PLAN

The Specific Plan is designed to carry out the six objectives described above. There are two specific plan concepts which integrate the identified objectives with the City's General Plan.

The first concept is a commercial/business park plan which continues and expands the service and light industrial emphasis that currently exists, but with improved development standards. Commercial uses are concentrated at either end of the Specific Plan, with Business Park Development in between.

The second concept is a mixed-use concept which includes strong housing components, partially along Paramount Boulevard and partially behind non-residential uses fronting on Paramount Boulevard and Rosecrans Avenue.

In both cases, Planned Development with Performance Standard (PD-PS) zoning will be used to assure adequate aesthetic treatment and buffering of adjacent residential uses.

It is also essential to provide incentives to property owners/developers for consolidation of parcels. This will allow rehabilitation and redevelopment to occur with greater site efficiency and still achieve the desired improvement in visual quality. Incentives to be considered include: reduced or forgiven processing fees; City funding or construction of public improvements; legal or financial assistance in lot consolidation or cooperative planning among



adjacent property owners; intensification of use; increase in residential density; relaxation of parking requirements where adequacy of a reduced number of spaces can be documented; and processing assistance for required land use approvals.

Implementation of either concept or a combination of the two is consistent with the General Plan.

Paramount Boulevard is to be aesthetically enhanced to provide for an upgraded image for the district and the city as a whole. This can be partly accomplished with the application of the architectural design guidelines developed for the Central Business District. Consideration will also be given to site design standards which mitigate traffic congestion by reducing driveway access points and consolidating parking.

## VI. POLICIES

The following policies are intended to carry out the plan.

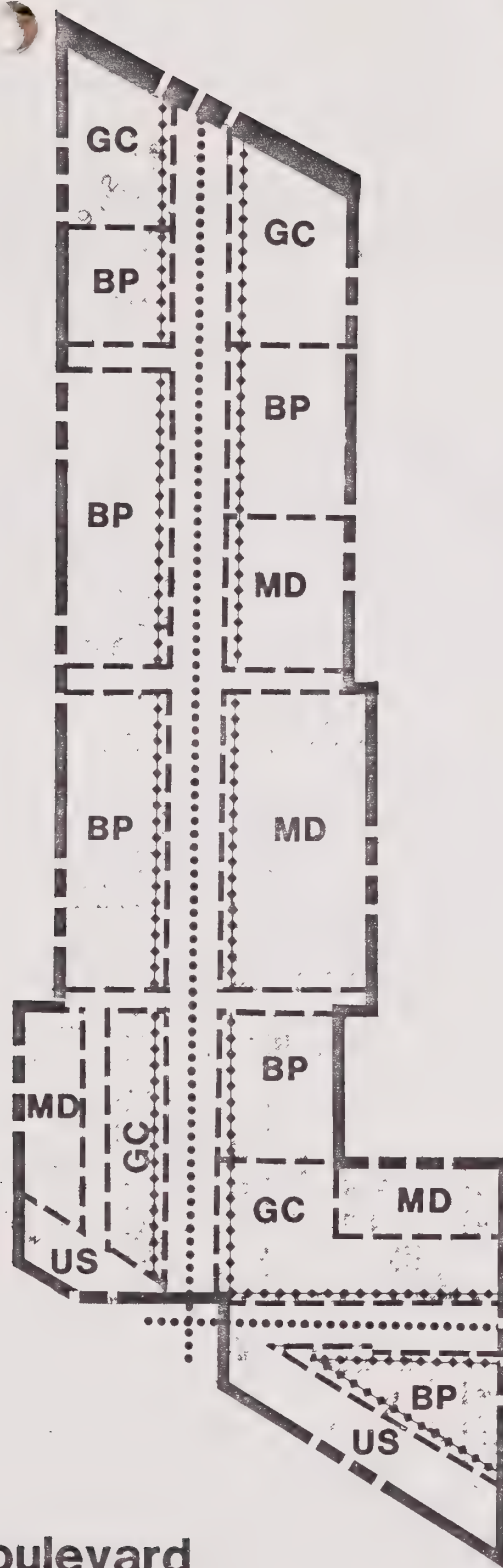
- A. Buffers will be required to reduce impacts of commercial or business park use on adjacent residential uses.
- B. Incentives for lot consolidation or integrated planning of parcels in separate ownership will be negotiated on a case by case basis.
- C. Frontage treatments for North Paramount Boulevard involving architectural elevation, materials, color, texture, landscaping and signs shall be the subject of site plan review in accordance with City design guidelines.
- D. Colorado Avenue south of Rose Street may be reduced in width, if necessary, to separate access to adjacent commercial and residential uses.
- E. Planned Development with Performance Standard (PD-PS) zoning will be used to regulate land use and development standards in this area.











# North Paramount Boulevard Specific Plan Mixed Use Concept

## LAND USES

HI	HEAVY INDUSTRIAL
LI	LIGHT INDUSTRIAL
BP	BUSINESS PARK
GC	GENERAL COMMERCIAL
SC	SPECIALIZED COMMERCIAL
LC	LOCAL COMMERCIAL

OC	OFFICE COMMERCIAL
HD	HIGH DENSITY RESIDENTIAL
MD	MEDIUM DENSITY RESIDENTIAL
LD	LOW DENSITY RESIDENTIAL
PQ	PUBLIC/QUASI-PUBLIC
US	URBAN SPACE

## CIRCULATION

EXISTING	PROPOSED

## BOUNDARIES

SUBAREAS	VARIABLE

SPECIFIC PLAN  
LAND USE  
SELECTED OWNERSHIP PARCELS

City of Paramount, California





## **CITY OF PARAMOUNT GENERAL PLAN PARAMOUNT PLACE SPECIFIC PLAN**

### **I. SCOPE**

The Paramount Place Specific Plan involves implementation of mandated subjects in the General Plan, specifically to include: land use, housing element, open space and conservation component. The area encompassed in the Paramount Place Specific Plan covers an area of approximately 80 acres located in the northeasterly corner of Paramount, adjacent to the City of Downey to the north and the City of Bellflower to the east. It is adjacent to the Downey/Compton Specific Plan to the south and west.

The area is generally composed of mixed land uses, the majority of which are presently industrial, with some commercial uses. Specifically, the site presently contains a petroleum refinery, a drive-in theatre and small commercial uses on Lakewood Boulevard. Adjacent uses include commercial, industrial, public utility, single family residential, mobilehomes and part of the high school site.

### **II. ISSUES**

#### **A. Optimum Pattern of Use**

**Issue:** What is the optimum pattern of uses?

There are certain existing uses that are expected to remain but will or may take on a different configuration. They consist of the Edison Easement and the Department of Water and Power (DWP) Easement.

The two major uses on the site (the petroleum refinery and drive-in theatre) are expected to be replaced with a major, comprehensively planned mixed use development. The smaller commercial parcels on Lakewood Boulevard may also be incorporated in the plan.

There are some existing adjacent uses that are not expected to change in the foreseeable future. They include:

- o The single family residential neighborhood and mobile-home park;
- o A portion of the high school;



o Some of the commercial and light industrial uses.

Aspects of the land use issue include:

1. What overall pattern of uses would make the most sense?
2. What proportion of uses would work to the best mutual advantage of the city and property owners? What uses are most marketable, particularly in terms of residential uses? What kind of residential development would offer optimum opportunities to upgrade the City's housing stock and image, while maximizing demand?
3. How can a consistent quality of development be achieved throughout the area?
4. What does quality mean for this area? What expectations are reasonable and achievable?
5. What sort of flexibility in timing of redevelopment is possible in order to capitalize on market opportunities?
6. How can the small parcels along Lakewood Boulevard be effectively incorporated in the Paramount Place redevelopment planning?
7. How can a new residential component of the development plan be oriented in relation to existing arteries in the area, to make best use of its residential potential? Which adjacent arterial highways have the best residential orientation? How can traffic serving mixed uses be segregated to offer acceptable levels of service and avoid undue traffic conflict?

#### B. Condition of Uses

Issue: How can redevelopment of the specific plan enhance the quality of the surrounding area? What impacts on the surrounding area need to be dealt with?

More than half of this Specific Plan area is composed of petroleum facilities which will soon be discontinued. The remainder of the site is composed primarily of a mixture of light industrial and commercial uses, including the drive-in theatre. Adjacent uses are primarily light industrial and commercial to the south and east,





with the remaining area primarily residential to the north and west. Presently, with the pollution and congestion created by the refinery and adjacent commercial/light industrial uses, there is a serious problem of incompatibility with the adjacent residential area. In order to upgrade and integrate the Paramount Place area, the following questions need to be addressed:

1. How can the quality of existing residential development be preserved, assuming that both the refinery and drive-in parcels will become vacant and will be redeveloped in a mixed use concept?
2. What provisions, if any, will need to be made relative to infrastructure improvements to adequately maintain service to the surrounding area?
3. How can the adjacent Downey-Compton Specific Plan area benefit from the Paramount Place Specific Plan?

#### C. UPGRADING OF SURROUNDING AREA

Issue: What guidance for development, redevelopment and rehabilitation of surrounding areas can best enhance the potential for the Paramount Place Specific Plan area?

This issue includes such questions as:

1. How can the surrounding areas be converted in use or upgraded in quality to best advantage in reinforcing the opportunity presented by Paramount Place?
2. To the extent that nearby poorly planned or maintained uses remain, how can their negative impacts be minimized?
3. What incentives to improve can be devised and how can they be made appealing to the surrounding property owners and developers?
4. How can the adjacent Downey/Compton Specific Plan be structured to contribute to the Paramount Place potential?

#### III. OPPORTUNITIES AND CONSTRAINTS

The City's ability to respond to the issues described is reinforced by certain opportunities and, at the same time constrained by certain negative conditions.



#### A. Opportunities

1. This area has excellent potential for upgrading the City's office, commercial and housing stock quality and image. With the large acreage available in this area (80 acres), there are tremendous opportunities to create a 'showcase' development similar in quality to the Central Business District project now underway.
2. The imminent closure of the refinery and owner interest in developing a plan for the property serve as a unique catalyst for bringing about positive change in the area.
3. The adjacent Downey/Compton Specific Plan offers an excellent opportunity for coordinated large scale planning and development.
4. The planned I-105 Freeway interchange and associated transit station at Lakewood Boulevard offer excellent nearby regional access.
5. The rail and power line easements adjacent to the site provides potential urban open space for a positive visual asset.

#### B. Constraints

1. The existing refinery and drive-in are incompatible with the surrounding residential area.
2. The mix of uses most responsive to market potential and mutually beneficial to both city and property owner interests is not known at this time.
3. Adjacent arterial highways are incompatible with residential uses and some (Lakewood Boulevard and Century Boulevard) are outside of Paramount's control.
4. There are substantial negative impacts from surrounding commercial and industrial areas, particularly to the north, south and east.
5. Paramount's market potential for commercial, office and housing will require carefully thought out strategies.
6. Easements along the southwest may not be usable to the extent desirable.



#### IV. OBJECTIVES

Certain objectives can be derived from the issues, opportunities and constraints analysis as the basis for a Specific Plan.

- A. A pattern of development that allows the most cost effective use of the land from both city and property owner perspectives.
- B. The highest quality of development that can be sustained by the market, particularly as relates to the housing stock.
- C. A "new-town-in-town" mixed use project which sets the precedent for long term improvement of this portion of the city.
- D. Adequate public street access to interior uses and minimum congestion on existing arterial highways.
- E. Integration of adjacent rail and power line easements as positive features of the plan.
- F. Compatibility of land uses between Paramount Place and surrounding areas, particularly with the adjacent Downey/Compton Specific Plan area.

#### V. THE PLAN

The specific Plan land use is designated as "mixed use complex" - MC. It is the only area so designated among the nine specific plans incorporated in the General Plan. The purpose of this designation is to allow the most creative and cost effective responses possible to a more detailed market analysis and related development strategy. The development plan may include any proportion of retail, hotel, residential, industrial and office uses that can be accommodated in response to market opportunities.

Generally, it is envisioned that residential uses will occupy the westerly portion of the site, with more intensive non-residential uses along the Compton, Lakewood and Century Boulevards' frontages.

It is expected that all properties within the Specific Plan boundary will be incorporated in a comprehensive development plan to be prepared upon completion of an in-depth market analysis.





Aesthetic enhancement will be provided along most of the exterior property lines through special development standards which will give the Paramount Place a superior quality appearance. This same treatment will serve to buffer the development from adjacent areas of incompatible quality or character as well as assisting in preservation of the adjacent existing residential areas.

The petroleum refinery and drive-in sites may evolve as a single, phased development or may proceed as two distinct but fully integrated projects under similar design guidance.

The eventual land use mix and pattern are expected to influence the land use choices identified in the adjacent Downey/Compton Specific Plan. In particular, the high density residential use in the adjacent Downey/Compton triangle must be functionally and visually integrated.

## VI. POLICIES

The following policies are intended to carry out the plan.

- A. Mixed uses are allowed throughout the entire plan and may include any combination of residential, cultural, commercial, hotel, industrial or office uses.
- B. Landscape buffer zones and frontage treatments to integrate uses shall be subject to site plan review in accordance with City design guidelines.
- C. The City or, if added to the City's redevelopment project area, the Redevelopment Agency, may share in property acquisition and/or development costs of improvements where it is cost effective particularly in relation to the refinery and drive-in conversion.
- D. The preferred method of land use regulation is the preparation of a regulatory Specific Plan, although the Planned Development - Performance Standard (PD-PS) zone may be used in whole or in part if it is consistent with specific plan intent.
- E. Further market and traffic analysis must be completed as the basis for a regulatory Specific Plan or Development Plan to define the mix, pattern and phasing of land uses.
- F. Circulation planning will take into consideration the segregation of residential/non-residential traffic and the character of adjacent arterial highways.
- G. Adjacent rail and power line easements will be integrated into the Development Plan design.



## CITY OF PARAMOUNT GENERAL PLAN PARAMOUNT PLACE SPECIFIC PLAN

### I. SCOPE

The Paramount Place Specific Plan involves implementation of mandated subjects in the General Plan, specifically to include: land use, housing element, open space and conservation component. The area encompassed in the Paramount Place Specific Plan covers an area of approximately 80 acres located in the northeasterly corner of Paramount, adjacent to the City of Downey to the north and the City of Bellflower to the east. It is adjacent to the Downey/Compton Specific Plan to the south and west.

The area is generally composed of mixed land uses, the majority of which are presently industrial, with some commercial uses. Specifically, the site presently contains a petroleum refinery, a drive-in theatre and small commercial uses on Lakewood Boulevard. Adjacent uses include commercial, industrial, public utility, single family residential, mobilehomes and part of the high school site.

A regulatory specific plan has been adopted for the majority of the site which provides primarily residential uses in a wide variety of densities. The area encompassed by the regulatory specific plan includes the petroleum refinery and the small commercial uses on Lakewood Boulevard. The site presently containing the drive-in theatre remains designated as Mixed Use Center, as described in this policy level specific plan.

The specific plan map, therefore, reflects a pattern of low, medium and high density residential uses in the southern portion of the specific plan area and retains a mixed use center designation to the north.

### II. ISSUES

#### A. Optimum Pattern of Use

Issue: What is the optimum pattern of uses?

There are certain existing uses that are expected to remain but will or may take on a different configuration. They consist of the Edison Easement and the Department of Water and Power (DWP) Easement. Moreover, much of the commercial and industrial uses south of the planning area are slated for redevelopment into residential projects.



The major original use on the site (the drive-in theatre) is expected to be replaced with a major, comprehensively planned mixed use development.

There are some existing adjacent uses that are not expected to change in the foreseeable future. They include:

- o The single family residential neighborhood and mobile-home park;
- o A portion of the high school;
- o Some of the commercial and light industrial uses.

Aspects of the land use issue include:

1. What overall pattern of uses would make the most sense?
2. What proportion of uses would work to the best mutual advantage of the city and property owners? What uses are most marketable, particularly in terms of residential uses? What kind of residential development would offer optimum opportunities to upgrade the City's housing stock and image, while maximizing demand?
3. How can a consistent quality of development be achieved throughout the area?
4. What does quality mean for this area? What expectations are reasonable and achievable?
5. What sort of flexibility in timing of redevelopment is possible in order to capitalize on market opportunities?
6. To what extent can the mixed use center concept be preserved in light of the fact that the majority of the acreage will be devoted to residential uses?
7. How can a new residential component of the development plan be oriented in relation to existing arteries in the area, to make best use of its residential potential? Which adjacent arterial highways have the best residential orientation? How can traffic serving mixed uses be segregated to offer acceptable levels of service and avoid undue traffic conflict?





## B. Condition of Uses

Issue: How can redevelopment of the specific plan enhance the quality of the surrounding area? What impacts on the surrounding area need to be dealt with?

More than half of this Specific Plan area is composed of petroleum facilities which will soon be discontinued and redeveloped into a carefully designed residential neighborhood. The remainder of the site is composed primarily of a mixture of light industrial and commercial uses, including the drive-in theatre. Adjacent uses are primarily light industrial and commercial to the south and east, with the remaining area primarily residential to the north and west. The major incompatibility of the refinery with adjacent residential uses is being resolved with its decommissioning and residential redevelopment. In order to upgrade and integrate the Paramount Place area, the following questions need to be addressed:

1. How can the quality of existing residential development be preserved, assuming the drive-in parcel will become vacant and will be redeveloped in a mixed use concept?
2. What provisions, if any, will need to be made relative to infrastructure improvements to adequately maintain service to the surrounding area?
3. How can the adjacent Downey-Compton Specific Plan area benefit from the Paramount Place Specific Plan?

## C. UPGRADING OF SURROUNDING AREA

Issue: What guidance for development, redevelopment and rehabilitation of surrounding areas can best enhance the potential for the Paramount Place Specific Plan area?

This issue includes such questions as:

1. How can the surrounding areas be converted in use or upgraded in quality to best advantage in reinforcing the opportunity presented by Paramount Place?
2. To the extent that nearby poorly planned or maintained uses remain, how can their negative impacts be minimized?



3. What incentives to improve can be devised and how can they be made appealing to the surrounding property owners and developers?
4. How can the adjacent Downey/Compton Specific Plan be structured to contribute to the Paramount Place potential?

### III. OPPORTUNITIES AND CONSTRAINTS

The City's ability to respond to the issues described is reinforced by certain opportunities and, at the same time constrained by certain negative conditions.

#### A. Opportunities

1. This area has excellent potential for upgrading the City's office, commercial and housing stock quality and image. With the large remaining acreage available in this area (20 acres), and the quality residential development adjacent to the site, there are tremendous opportunities to create a 'showcase' development similar in quality to the Central Business District project now underway.
2. The adjacent Downey/Compton Specific Plan offers an excellent opportunity for coordinated large scale planning and development.
3. The planned I-105 Freeway interchange and associated transit station at Lakewood Boulevard offer excellent nearby regional access.
4. The implementation of the Paramount Place Regulatory Specific Plan and the redevelopment that has occurred within the Downey-Compton Specific Plan illustrate a growing demand for quality development and will provide additional consumers for the immediate area.
5. The rail and power line easements adjacent to the site provides potential urban open space for a positive visual asset.

#### B. Constraints

1. The existing drive-in is incompatible with the surrounding residential area.
2. The mix of uses most responsive to market potential and mutually beneficial to both city and property owner interests is not known at this time.



3. Adjacent arterial highways are incompatible with residential uses and some (Lakewood Boulevard and Century Boulevard) are outside of Paramount's control.
4. There are substantial negative impacts from surrounding commercial and industrial areas, particularly to the north, south and east.
5. Paramount's market potential for commercial, office and housing will require carefully thought out strategies.
6. Easements along the southwest may not be usable to the extent desirable.

#### IV. OBJECTIVES

Certain objectives can be derived from the issues, opportunities and constraints analysis as the basis for a Specific Plan.

- A. A pattern of development that allows the most cost effective use of the land from both city and property owner perspectives.
- B. The highest quality of development that can be sustained by the market, particularly as relates to the housing stock.
- C. A "new-town-in-town" mixed use project which sets the precedent for long term improvement of this portion of the city.
- D. Adequate street access to interior uses and minimum congestion on existing arterial highways.
- E. Integration of adjacent rail and power line easements as positive features of the plan.
- F. Compatibility of land uses between Paramount Place and surrounding areas, particularly with the adjacent Downey/Compton Specific Plan area.

#### V. THE PLAN

The specific Plan land use is designated as "mixed use center", MC and residential (low, medium and high density). It is the only area containing a mixed use center designation among the nine specific plans incorporated in the General Plan. The purpose of this designation is to allow the most creative and cost effective responses pos-





sible to a more detailed market analysis and related development strategy. The development plan may include any proportion of retail, hotel, residential, industrial and office uses that can be accommodated in response to market opportunities.

Aesthetic enhancement will be provided along most of the exterior property lines through special development standards which will give the Paramount Place a superior quality appearance. This same treatment will serve to buffer the development from adjacent areas of incompatible quality or character as well as assisting in preservation of the adjacent existing residential areas.

The petroleum refinery and drive-in sites are evolving as two distinct but fully integrated projects under similar design guidance. The Paramount Place regulatory specific plan will establish the design standards to be expanded later into the mixed use center.

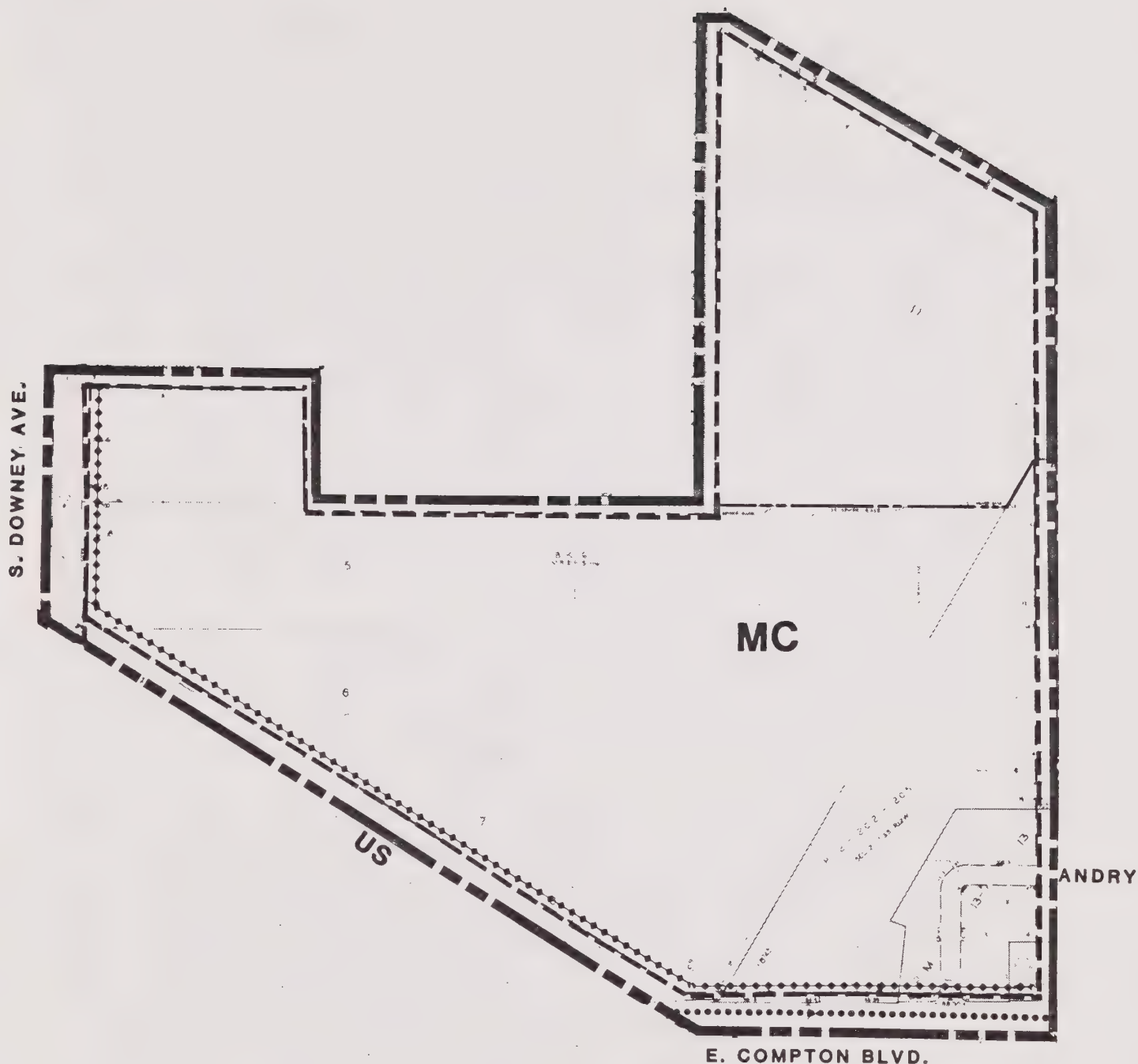
The eventual land use mix and pattern are expected to influence the land use choices identified in the adjacent Downey/Compton Specific Plan. In particular, the high density residential use in the adjacent Downey/Compton triangle must be functionally and visually integrated. This is being accomplished through a combination of the Paramount Place regulatory specific plan and Planned Development - Performance Standard zoning on the Downey/Compton triangle, both of which are based on a single, integrated development plan.

## VI. POLICIES

The following policies are intended to carry out the plan.

- A. Mixed uses are allowed throughout the entire plan and may include any combination of residential, cultural, commercial, hotel, industrial or office uses.
- B. Landscape buffer zones and frontage treatments to integrate uses shall be subject to site plan review in accordance with City design guidelines.
- C. The City or the Redevelopment Agency may share in property acquisition and/or development costs of improvements where it is cost effective.





## Paramount Place Specific Plan

### LAND USES




HI	HEAVY INDUSTRIAL
LI	LIGHT INDUSTRIAL
BP	BUSINESS PARK
GC	GENERAL COMMERCIAL
SC	SPECIALIZED COMMERCIAL
LC	LOCAL COMMERCIAL
MC	MIXED USE CENTER

OC	OFFICE COMMERCIAL
HD	HIGH DENSITY RESIDENTIAL
MD	MEDIUM DENSITY RESIDENTIAL
LD	LOW DENSITY RESIDENTIAL
PQ	PUBLIC/QUASI-PUBLIC
US	URBAN SPACE

### CIRCULATION

EXISTING	PROPOSED	
		PUBLIC STREET
		PRIVATE STREET
		RAIL LINE
		TRUCK ROUTE
		AESTHETIC ENHANCEMENT

### BOUNDARIES

			<b>SUBAREAS</b> SUBAREAS SUBAREAS SUBAREAS SUBAREAS
<b>FIXED</b> FIXED FIXED FIXED FIXED	<b>VARIABLE</b> VARIABLE VARIABLE VARIABLE VARIABLE		

SPECIFIC PLAN
LAND USE
SELECTED OWNERSHIP PARCELS

# City of Paramount, California



**CITY OF PARAMOUNT GENERAL PLAN  
SPECIAL HOUSING OPPORTUNITIES SPECIFIC PLAN**

**I. SCOPE**

This Special Housing Opportunities Specific Plan implements the Land Use and Housing Elements of the General Plan.

Seventeen land parcels or neighborhoods within Paramount have been identified as Special Housing Opportunities areas. Typical of the neighborhoods is the Richfield, Exeter, Petrol neighborhood, located north of Compton Boulevard, west of Garfield Avenue, south of Rosecrans Avenue, and east of the Southern California Edison right-of-way. Another, the McClure, Arthur, Howe neighborhood, is located north of the Southern Pacific Railroad (former Pacific Electric's right-of-way), south of the proposed Century Freeway and west of the alley between McClure and Paramount. The Specific Plan is designed to increase existing densities within such neighborhoods with quality development and provide buffers to mitigate adverse impacts from the adjacent industrial/commercial areas.

Typical of the individual parcels is the Ruther Avenue excess parcel left by redesign of the Century Freeway, slated for medium density housing. Another is the Brethren School property in the southwest portion of the City, designated for multiple family use.

Each of the 17 areas is unique and will be guided by regulations tailored to the conditions which apply. Some are within specific plans and some are not. The total land area involved is approximately 247 acres in parcels ranging from three-tenths of an acre to neighborhoods of over 53 acres. Depending upon densities actually applied, the additional buildout capacity of this land area could be over 3500 dwelling units.

**II. ISSUES**

**A. Housing Supply**

Issue: How can the overall supply of housing in the City of Paramount be increased?

Since only 54 acres (1.8%) of the City's total land area is vacant, there is very little potential for new residential development on vacant land. The other two possibilities include redevelopment of existing non-residential areas or infill of presently underutilized residential property. All three strategies can contribute more than 3500 additional dwelling units to the existing housing supply.





This physical capacity is reinforced by a very strong market demand in price ranges and housing types feasible in the City of Paramount.

Dimensions of this issue include:

1. How much land area can actually be devoted to new housing and where are the land parcels on which it can occur?
2. What policies and programs need to be in place to assist in desired housing development?
3. How can new housing opportunity areas be protected from adjacent conflicting uses?

#### B. Housing Diversity

The City's residential stock is largely single family with a gradually increasing inventory of apartments and condominiums. With the exception of a 70 unit per acre City sponsored senior citizen housing project, most multiple family housing is at 22 units per acre maximum. A variety in dwelling types, densities and, for single family areas, a variation in lot sizes, will contribute significantly to the City's housing potential.

Questions that need to be answered include:

1. What is the maximum density that should be allowed?
2. Where should the highest densities be located?
3. How can new residential development be integrated into existing residential areas acceptably?
4. What are the appropriate housing types to be sought in each of the identified special housing opportunity areas?

### III. OPPORTUNITIES AND CONSTRAINTS

#### A. Opportunities

1. There is a continuing demand for housing in southeastern Los Angeles County, providing an impetus to renew declining areas and develop new housing.
2. Existing infrastructure will be able to accommodate the growth.
3. The City has already, in the course of the General Plan update, identified a wide variety of special housing opportunity areas.



4. The City of Paramount is authorized by Government Code Section 33447 to provide public improvements to residential neighborhoods containing low or moderate income households, including very low income households, using redevelopment funds from any project areas within the City.
5. Many areas are within other Specific Plans, thus facilitating positive planning and marketing of the units.

#### B. Constraints

1. Each housing opportunity area is unique and requires a custom approach.
2. Many parcels are of limited size, odd configuration or in a difficult location which will make their development challenging.
3. A number of the areas are adjacent to non-residential uses or other negative environmental factors (rail lines, freeways, etc.).
4. Available individual parcels are generally small and do not always have ideal access.
5. Paramount has not yet achieved a positive image in the housing market.

#### IV. OBJECTIVES

- A. An increase in the City's overall housing supply.
- B. A diversity of quality new residential development.
- C. Mitigation of negative impacts from adjoining land uses on new or intensified residential areas.
- D. Effective code enforcement and use of the Neighborhood Improvement Program to bring structures up to current standards.

#### V. THE PLAN

The Specific Plan is designed to carry out the above objectives while keeping aware of the sites' opportunities and constraints.

The Special Housing Opportunities Specific Plan contains the following 17 areas.



## SPECIAL HOUSING OPPORTUNITY AREAS

<u>Area</u>	<u>Acres</u>	<u>Density</u>	<u>Maximum Estimated Dwelling Units</u>
1. Paramount Place ¹	25	8	200
2. Downey/Compton	9	70	630
3. Conoco/Carlton	14	8	112
4. Indiana/Adams	6	8	48
5. Second/Downey	1.4	8	11
6. Vermont Avenue	23.6 ³	70	1615
7. Harrison/California	.3	40	12
8. Century/Cloverlawn	5	8	40
9. Century Boulevard	1.3	8	10
10. Rosecrans/Anderson/Howe ²	24.7	Infill (22)	120
11. Arthur/McClure/Howe ²	53	Infill (22)	211
12. Richfield/Exeter/Petrol ²	45.8	Infill (22)	158
13. Brethren High School	7	8	56
14. Garfield/Rood	.5	8	4
15. Alondra/Gundry	.7	8	6
16. Jackson/Downey	6.7	8	54
17. Ruther Street	2.8	8	22
18. Alondra/Edison	2.5	50	125
19. Gundry Avenue	<u>18.2</u>	Infill (22)	<u>105</u>
	2469		3534

- 1) Not designated on the General Plan Map. Potential units will be part of the Paramount Place Regulatory Specific Plan.
- 2) Portion for redevelopment only. Area between Vermont, Harrison, east side of Eureka and 70th Street to be rehabilitated/preserved.
- 3) This figure is total acreage of the neighborhoods. Only a small portion of it will be devoted to new housing. Densities will vary depending on percentage of lots actually devoted to new housing.

Areas may be added, deleted or modified from time to time. General character and intensity of use is conveyed in the table, but actual density will be resolved through zoning/rezoning of the affected areas.

Appendices to this plan contain conceptual designs for housing in a portion of the Downey/Compton area, the Century/Cloverlawn area and the Century Boulevard area.

The Special Housing Opportunity areas are shown for reference purposes only on the General Plan Map. The policy to identify Special Housing Opportunity areas is part of the General Plan. The specific designations are not. They will vary as part of this Specific Plan.





## VI. POLICIES

The following policies are intended to carry out the Plan.

- A. Industrial traffic will be routed away from residential neighborhoods.
- B. Buffer zones between conflicting land uses will be provided where feasible.
- C. Code enforcement will be targeted in the Special Housing Opportunity neighborhoods to bring the areas up to current standards.
- D. Conceptual designs for housing on difficult parcels may be prepared at city expense to assist in their development.
- E. Single-family detached development will generally be of the residential compact lot (4000-4500 square foot parcels) variety.
- F. The City will regularly update the Special Housing Opportunity inventory and maintain information summaries for each area.
- G. Where necessary, the City may provide assistance in assembling land for residential projects particularly responsive to City housing policies.



- D. The preferred method of land use regulation is the preparation of one or more regulatory Specific Plans, although the Planned Development - Performance Standard (PD-PS) zone may be used in part if it is consistent with specific plan intent.
- E. Further market and traffic analysis must be completed as the basis for a regulatory Specific Plan or Development Plan to define the mix, pattern and phasing of land uses.
- F. Circulation planning will take into consideration the segregation of residential/non-residential traffic and the character of adjacent arterial highways.
- G. Adjacent rail and power line easements will be integrated into the Development Plan design to the extent feasible.



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dwelling units to the existing housing supply in the long run.

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	2504		5037

- 1) Reflects the acreage and number of units designated in the Paramount Place Regulatory Specific Plan. Additional units may occur in the Mixed Use Center, but are not accounted for in this table.
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- G. Where necessary, the City may provide assistance in assembling land for residential projects particularly responsive to City housing policies.





## DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

921 Tenth Street  
Sacramento, CA 95814  
(916) 445-4775



APR 1 1985

March 26, 1985

Mr. William A. Holt  
City Manager  
City of Paramount  
16400 Colorado Ave.  
Paramount, CA 90723-5091

Dear Mr. Holt:

RE: Review of the City of Paramount's Draft Housing Element

Thank you for submitting the City of Paramount's draft housing element received December 3, 1984, for our review. As you know, we are required to review draft elements and report our findings to the locality (Government Code Section 65585(b)).

A February 27, 1985 telephone conversation with Mr. Al Bell and Mr. Scott Armsworth, representing the City, has facilitated our review and this letter summarizes the conclusions of that discussion. We have, in our review, also considered the supplemental information received March 1, 1985.

The Paramount housing element describes the incidence of overpayment among lower income households, as well as the incidence of overcrowding. The element also discusses the special needs of the elderly, families with female heads of households, and farmworker households. The program portion of the document outlines the City's rehabilitation rebate program and redevelopment activities.

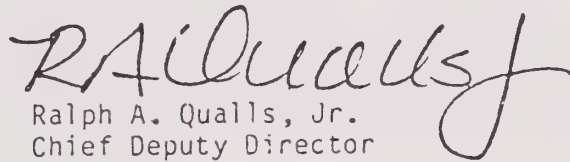
In our opinion, however, certain revisions are necessary before the element will comply with State law (Article 10.6 of the Government Code). Most notably, the element lacks an inventory of land suitable for residential development, including vacant sites and sites having redevelopment potential. The element should also contain an analysis of potential and actual local governmental and nongovernmental constraints upon the housing market. The appendix to this letter outlines our specific recommended changes.



Mr. William A. Holt  
Page Two

We hope our comments will be helpful to the City and we wish you success in the implementation of your housing program. We appreciate the time and effort of Messrs. Bell and Armsworth during the course of our review. In accordance with requests pursuant to the Public Information Act, we are forwarding copies of this letter to those persons and agencies identified below. If you have any questions regarding our comments, please contact William Pavao of our staff at (916) 323-6172.

Sincerely

  
Ralph A. Qualls, Jr.  
Chief Deputy Director

RAQ:WP:bt

Attachment

cc: Richard Powers, Director of Community Development  
Al Bell and Scott Armsworth, The Planning Center  
Mark Pisano, Southern California Association of Governments  
Carlyle Hall, Center for Law in the Public Interest  
Jonathan Lehrer-Graiwer, Western Center on Law on Poverty  
Mark Johnson, Legal Aid Foundation of Los Angeles  
Ellyn Levinson, State Department of Justice  
Bob Katai, Governor's Office of Planning and Research  
Tom Bannon, California Building Industry Association



## APPENDIX

### City of Paramount's Draft Housing Element

The following changes would, in our opinion, bring Paramount's housing element into compliance with Article 10.6. Following each recommended change, we refer to the applicable provision of the Government Code. Where particular program examples or data sources are listed, these are suggestions for your information only. We recognize that Paramount may choose other means of complying with the law.

#### A. Housing Needs, Resources and Constraints

1. Analyze the special housing needs of the handicapped, elderly, large families, and persons and families in need of emergency shelter (Section 65583(a)(6)). We have enclosed 1980 census data which includes counts of disabled individuals and large families, as well as income information on the elderly. The City may wish to consult local social service agencies and shelter providers for estimates of homeless individuals within the community.
2. Analyze and document the City's housing stock condition (Section 65583(a)(2)). For example, the element should estimate the number of dwelling units within the City that need rehabilitation or replacement.
3. Provide supportive data and demonstrate the methodology used in updating the City's regional share figures (Section 65584(c)). The element implies that the needs projection time frame has been extended out through 1989 (in contrast to the SCAG provided 1983-1988 time frame). While our department encourages such updates, the resulting new projections should be more thoroughly explained. For example, the projections' base year is not clearly established. Without such information the appropriateness of the updated needs figures cannot be determined.
4. Provide an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and analyze the relationship of zoning and public facilities and services to these sites (Section 65583(a)(3)).
5. Analyze potential and actual governmental constraints upon housing maintenance, improvement or development for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and exactions, and local processing and permit procedures (Section 65583(a)(4)).
6. Analyze potential and actual nongovernmental constraints upon housing maintenance, improvement or development, including financing availability, land prices, and construction costs (Section 65583(a)(5)).





## B. Housing Programs

1. Identify adequate sites to be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of various housing types for all income levels (Section 65583(c)(1)). In the absence of a complete land inventory (see comment A.4) a determination of adequate sites cannot be made.
2. Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing (Section 65583(c)(3)). In the absence of a full constraints analysis (see comment A.5) the appropriateness and adequacy of the City's constraint mitigation efforts cannot be determined.
3. Describe the City's utilization of State and Federal programs to assist in adequate housing development to meet low- and moderate-income household needs (Sections 65583(c) and (c)(2)). For example, describe the City's use of Community Development Block Grant funds for housing activities.

## C. Quantified Objectives

Establish the maximum number of housing units that can be constructed and conserved over the housing element's time frame (Section 65583(b)). The construction objective should anticipate both City program results and, based on recent trends, expected market activity. In establishing a conservation objective, the City may wish to quantify those units to be preserved through more stable zoning (e.g., residential zoning of mobilehome parks).

## D. Public Participation

Describe the City's effort, in developing the housing element, to achieve public participation of all of the community's economic segments (Section 65583(c)).

## E. Review and Revision

Section 65588 requires that a housing element revision reflect the results of a review based on the following criteria:

1. The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.
2. The effectiveness of the housing element in attaining the community's housing goals and objectives.
3. The progress of the City in implementing the housing element.

Localities throughout the state have found that a summary of this review in the revised element is of great value. We urge the City of Paramount to include a summary of this evaluation in the revised element.



